



Allmode

INTERNATIONAL SECURITY SERVICES

Global Security and Intelligence Report

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COMMERCIAL - IN - CONFIDENCE

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Intelligence & Reporting



Intelligence is more than information and news gathering. It is the process by which information is collated, verified, analysed and used to respond effectively to time critical information. Current, historical and creditable intelligence not only tells you what the risks are, but projects possible hot spots of hostile activity. At Allmode we do not outsource intelligence but gain real time situational awareness and speed of reporting by continually developing our product, and getting the time-critical information out to our teams and clients. Our services include:

- Spot reports
- Advisory reports
- Global security reports
- Specific area and region reports
- Passage threat and risk reports
- Venue and event specific reports

Piracy Update –

JWC HIGH RISK AREA (HRA)

The JWC High Risk Area (**HRA**) is defined by the following boundaries:

- On the North-West, by the Red Sea, south of Latitude 15°00 N
- On the West of the Gulf of Oman by Longitude 58°00 E
- On the East, Longitude 78°00E
- On the South, Latitude 12°00 S



Summary of Piracy incidents –

1. **14.05.15** – (Position: 15nm South of Abu Musa, Persian Gulf) **Fired Upon**. A Merchant Vessel (Alpine Eternity) was approached by five small boats, 15nm south of Abu Musa island. The vessel was then ordered to divert course and refused to do so. As a result, the small boats fired shots in the direction of the MV. No-one was hurt in the incident, but it has all the tell-tale signs of a similar incident late last month, involving the Maersk Tigris (28th April – 7th May). The vessel continued on its way and reported the incident to the UKMTO.

2. **26.05.15** – (Position: 08°02'N - 076°57'E, South of Trivandrum, India.) **Suspicious Approach.** A vessel reported that they had been approached by 1 white skiff to within 50 metres, at speeds of up to 18 knots. The skiff approached on the vessel's port quarter and transferred to their starboard quarter. The skiffs discontinued their approach after 20 minutes and steered into an easterly direction. Weapons and a ladder were sighted and there were six people on-board the skiff. The vessel is safe.
3. **27.05.15** – (Position: Jetty OJ4, Kandla, India.) **Boarding.** Four robbers in a fast boat, approached a berthed Product Tanker. One robber managed to board the tanker and steal ship's stores from the forward lockers. The duty crew noticed the robber and raised the alarm, resulting in the robber escaping. The incident was reported to the local agents.

Although incidents of piracy have continued to decrease this year, the European Union anti-piracy offensive, Operation Atalanta continues to carry out surveillance and sea patrols to discourage a renewal of piracy and there are many who suggest that if this operation were to end, that piracy would resume immediately. The P-3C Orion aircraft, based in Djibouti, has been on surveillance missions towards the end of May, looking for the tell-tale signs of piracy activity and will continue to patrol the airways along the shorelines of northern Somalia.

After the detaining of the MV Maersk Tigris at the end of April and the previous incident a week earlier, involving the Maersk Kensington, which was chased by four Iranian Revolutionary Guards' Navy vessels in the same area, the US Navy issued an advisory warning. This was quickly followed by an announcement from the Pentagon spokesman Army Col. Steve Warren, "Two [incidents] within four or five days has certainly created a situation where maritime cargo vessels presumably would have to consider the risks of traversing that strait." The U.S. Navy then announced that they would commence escorting U.S. flagged ships passing through the Straits of Hormuz from the beginning of May. Shortly after this announcement, the Maersk Tigris was released on the 7th May and all the crew were said to be well. Relations between the U.S. are strained and all eyes were on the increase of military hardware that appeared to be building in the Straits.

On the 14th May, only a week after the release of the Maersk Tigris, a Singapore-flagged MV, the MV Alpine Eternity, was approached by five fast boats 15nm south of the island of Abu Musa and instructed to alter course towards this island. After refusing to comply, shots were fired in the direction of the vessel. The UAE Coast Guard were alerted and were quickly on the scene, averting any repeat performance of the previous incidents. Reports suggested that the attempted detainment of a third vessel, was related to an incident on the 22nd March 2015, when the Alpine Eternity hit an Iranian oil rig.

A further test for Iran came later in the month, when Iran announced that they were sending an aid cargo vessel to the port of Hodeidah and would not allow this to be boarded and checked by the Saudi-led military naval forces. This was seen as a locking of horns between the two enemy forces. However, possibly through UN negotiations, the aid vessel successfully docked in Djibouti on the 22nd May, where it was inspected by the United Nations, before the World Food Program chartered vessel transported the aid to Yemen, to the ports of Hodeidah and Aden, where it will be distributed by humanitarian agencies.

On May 19th, the week-long humanitarian cease-fire on Yemen ended with a renewed and reportedly aggressive resurgence. The naval base in Hodeidah was targeted, causing much damage and acting as a reminder to the shipping community transiting the region, that extreme caution and advice is needed, especially if visiting any port in the region (see Allmode Advisory 049).

Some Insurance firms have hinted at the problems facing them regarding shipping passing by Yemen and a London based law firm, DWF, who act for insurers, have suggested that it is likely that there will be a sharp rise in the premiums on voyages transiting this region and even a prohibition order placed on transits, if the situation were to get much worse. This in turn would have a huge impact on the millions of barrels of oil and goods that pass through the Bab el Mandeb in both directions.

The conflict in Yemen is having a profound effect on the neighbouring countries, which are seeing record numbers of migrants crossing land and sea borders in order to escape. A refugee agency has recorded an unprecedented number of migrants taking the journey by sea and air, from Yemen to Somalia. It is estimated that over 10,000 refugees have arrived from Yemen since the conflict erupted at the end of March, 2015. To give an example, on May 20th, ninety six migrants arrived at Mogadishu airport from Yemen and the following day, over nine hundred arrived in the northern Somali town of Berbera, after a vessel chartered by the Somali Federal Parliament went to their rescue.

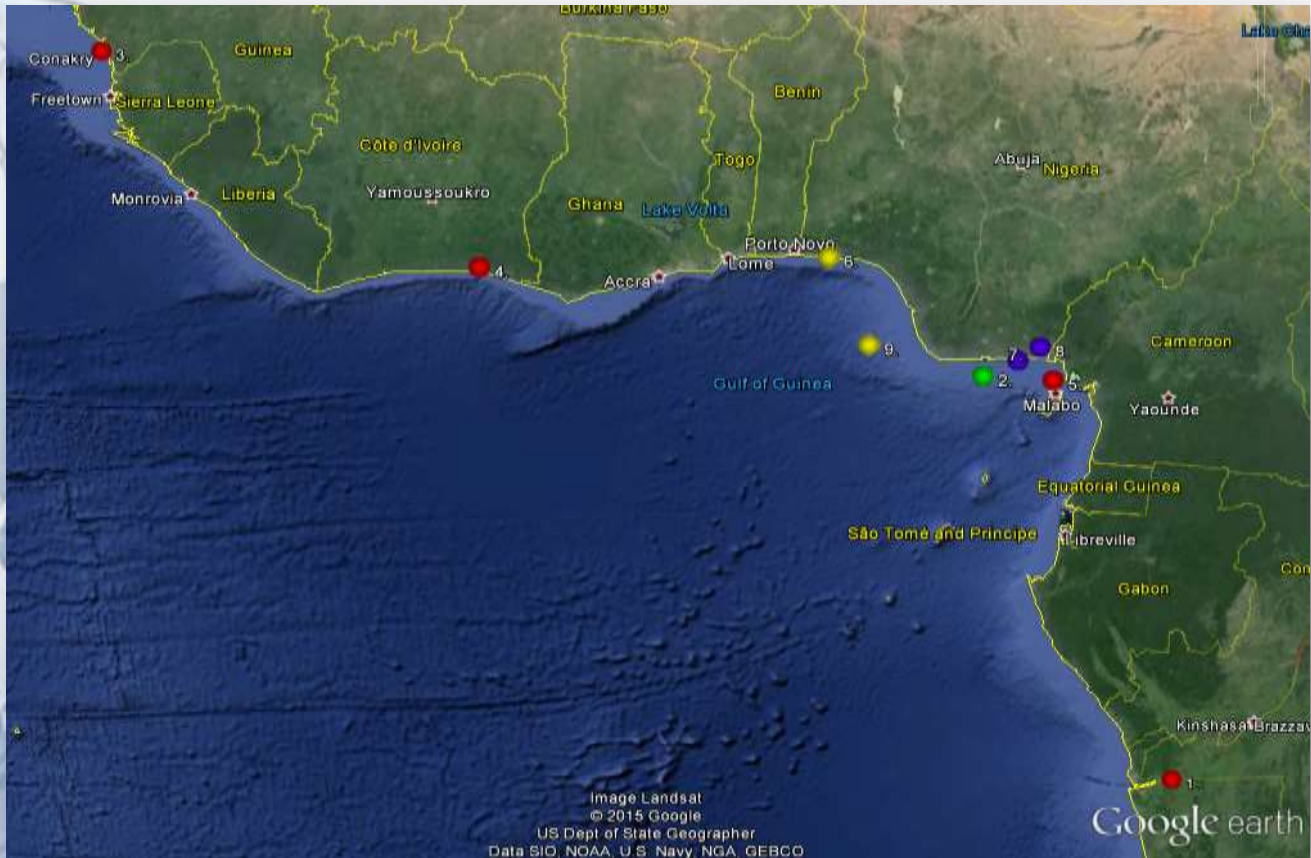
It is not known whether all the rescued refugees are of Somali decent and intelligence sources in Somalia have suggested that there is a possibility that groups affiliated to al Qaeda in the Arabian Peninsula are entering the ungoverned areas of northern Somalia, fleeing the fighting in Yemen and posing a further threat to a country which is struggling with its home-grown terrorist organisation, al Shabaab.

Al Shabaab is continuing its offensive within the country, in particular near to the Kenyan border and up until now, this has primarily been targeted against the security forces and the non-Muslim communities. However, on May 12th, Al Shabaab militants have reportedly kidnapped fourteen crew members from an Iranian fishing vessel, after it had engine failure and drifted towards the port town of El-Dheer in Somalia's Galgadud region. It is not known whether the group will be asking for a ransom for the fishermen's return.

Irregular migration in the region, mainly from Yemen to Somalia is dramatically increasing, due to the on-going conflict in Yemen. The Saudi-led forces are using air-strikes on a regular basis to try to force the withdrawal of the Iranian backed Houthis rebels, but undoubtedly, many civilians are getting caught in this cross-fire and deciding to escape to nearby Somalia. To give an example of number involved, on the 21st May, over 900 migrants arrived in northern Somalia's port town of Berbera, on boats. Earlier in the week, a smaller group of 96 arrived by plane in the capital Mogadishu. The migrants are fleeing by whatever means they can and are now swelling the refugee camps, particularly those in the Northern provinces. This will put huge pressure on the limited resources in these camps and this in turn could prove to be a potential recruiting ground for future al-Shabaab members, who are very active in the border regions with Kenya. Aid agencies working in Somalia, have suggested that a staggering 10,000 migrants have arrived from Yemen, since the start of the conflict at the end of March.

From a shipping point of view, this has implications for vessels transiting the narrow straits between the two countries. At present, it is potentially dangerous due to the air-strikes which are known to have hit the port areas of Yemen, particularly in the south of the country. Furthermore, the Saudi-led forces are insisting that any vessel entering Yemeni waters could be subjected to searches, especially if they intend to dock. This will cause delays and possible route changes for vessels, adding costs to the shipping companies.

WEST AFRICA



Summary of incidents –

1. **07.05.15** – (Position: 05°51' S - 013°24'E, Ikungulu Anchorage, Matadi, Democratic Republic of the Congo.) **Boarding.** The Duty crewmember on routine rounds of an anchored general cargo ship, noticed two boats approaching the ship, he immediately informed the duty officer. The robbers armed with bolos (a bolo is a large cutting tool of Filipino origin, similar to the machete) and knives boarded the ship. The alarm was raised, the ship's whistle sounded and all crew mustered on the bridge. Port control were contacted, but no response was received, the Master immediately reported the incident to the agents. At 0735 LT, (35 minutes after boarding) the robbers escaped with ship's stores and a number of boxes. Upon investigation, it was found that one of the ISO containers had been opened and its contents stolen.
2. **14.05.15** – (Position: 23nm south of Bonny Island, Nigeria) **Hijack.** Pirates launched an attack against a platform supply vessel and successfully managed to gain control of the vessel. This was then used to attack a nearby barge. The pirates took a total of nine crew member's hostage from the two vessels and made their escape. The whereabouts of the kidnapped men is not known.

3. **15.05.15** – (Position: Conakry Anchorage, Guinea.) **Boarding.** Six robbers armed with AK47 rifles, boarded an anchored Bulk Carrier. The 2nd officer saw two robbers on the poop deck and immediately raised the alarm and informed the Master. The robbers aimed the AK47 towards the 2nd officer and the duty AB, who immediately retreated into the citadel. The robbers broke into the Masters cabin, fired a few rounds towards the deck-head and demanded money from the Master. Before escaping, the robbers stole the crew's property and the ship's cash. The Port control was informed.
4. **22.05.2015** – (Position: At Anchor Abidjan, Cote d'Ivoire) **Attempted Boparding.** On the 22nd May 2015, a vessel at anchor reported that 2 armed robbers in a wooden boat used by local fishermen approached their vessel. One of the robbers attempted to board the vessel however they were deterred by the sound of the vessels alarm and whistle which was activated by the AB who sighted the robbers. They immediately escaped and nothing was stolen on board.
5. **25.05.15** – (Position: 04°04'N - 009°66'E, Port of Douala, Cameroon) **Boarding.** Whilst at anchorage in Douala port, a Bulk Carrier was approached by a skiff carrying two suspected pirates. The men boarded the vessel and stole an outboard motor from a lifeboat, before making their escape. They were spotted by the second officer, who then informed the Master. The Master informed the local authorities, but received no response. A search was made of the vessel and no unauthorised persons were found.
6. **26.05.15** – (Position: Tincan Berth No.1 Lagos, Nigeria) **Suspicious Approach.** The deck watch on-board an anchored Product Tanker noticed a small boat with three persons on-board, attempting to board the vessel. The alarm was raised which resulted in the pirates aborting their attempt. Lagos Port Control was informed.
7. **26.05.15** – (Position: 04°27'N - 007°50'E, close to Okoro oil Field, Bight of Bonny, Nigeria.) **Fired Upon.** An MT (believed to be MT INTERIM) reported being attacked by twelve armed pirates all wearing black shirts, close to the Okoro oil fields, offshore in the Bight of Bonny. The pirates used two speed boats (one blue in colour) to approach the vessel at the port bow. At least five of the pirates were seen to be armed with AK-47 assault rifles. Immediately, the crew mustered in the accommodation room, whilst the Master raised the alarm on the SSAS. The Naval personnel on-board the vessel started to exchange gunfire with the pirates and as a result, one pirate was injured and damage was sustained to the pirate vessel. Following this exchange, the pirate gang retreated.
8. **28.05.15** – (Position: 04°49'N - 008°19'E, Near Parrot island, off Oron, Nigeria) **Fired Upon.** Two speed boats with an unknown number of armed pirates approached and fired upon a Bulk Carrier. The vessel is reported to have had armed embarked security on-board. Upon sighting the guards, the two speed boats ceased their approach and moved away. No further reporting details are currently available.
9. **28.05.15** – (Position: From Lome (Togo) to Luba (Equatorial Guinea)). **Suspicious Approach.** A vessel transiting from Lome/Togo to Luba/Equatorial Guinea detected on radar a boat without AIS identification and navigation light approaching. After altering course several times, the boat was still relatively on track with the vessel. Search lights were switched on and directed towards the suspicious boat while crew duly mustered. When the distance between the suspicious boat and the vessel was about 4 cables, the vessel started sounding blasts on the ships typhoon; immediately the suspicious vessel changed course and started moving to the opposite direction.

The piracy incidents this month indicate that the Nigerian pirate gangs are targeting the smaller, easier to board vessels, such as the supply vessels linked to the oil industry and the Bulk Carriers that have low freeboards. They are continuing to be ruthless and are usually armed with rifles and machetes. Kidnapping for ransom is on the rise again and this would indicate that the gangs are trying to replenish their reduced cash flow, following the Nigerian Presidential elections. (Four cases of kidnapping crew so far this year). Large scale corruption has left the country in crisis and the government workers have to be paid by money borrowed by the government. New changes implemented by the President are not popular, especially regarding changes made to amnesty programs which pay people to protect certain institutions. Kidnappings have always been a profitable criminal activity in Nigeria particularly when they involve wealthy oil companies and high wealth individuals such as the Ex-President Goodluck Jonathan's cousin; who was kidnapped and a ransom of N50 million was demanded. This demonstrates that the criminal gangs are generally successful in extorting money.

Locals are in uproar over the constant electricity power cuts and shortages of fuel, in a country that tops the export volumes of oil in the whole of West Africa. The outgoing president's power base was in the Niger Delta regions, and whether his going will lead to a further deterioration in the security situation and a greater threat to commercial shipping remains to be seen. This is an increasing level of regular protests taking place and ill-feeling towards the foreign oil companies which will be a difficult problem for the new President to solve. Poor living standards are also contributing to the uprising of radical militant groups and again, the new President will have a difficult time trying to encourage the Nigerian army to face these well-armed groups.

A number of travel companies, such as Wings Travel Management have issued a warning against all but essential travel to Nigeria due to the current fuel crisis, which has disrupted everyday living and the airlines themselves as they have had to cut back on their operations.

The inauguration of President Muhammadu Buhari on the 29th May has been seen by many as a chance for the country to make positive changes and dispel the deeply ingrained culture of corruption, which has damaged the potentially rich country, over the years. However, the problems with cleaning up years of corruption takes time and many of those in power, who may have profited greatly from the old system, will not necessarily like the new changes and may cause problems for Buhari.

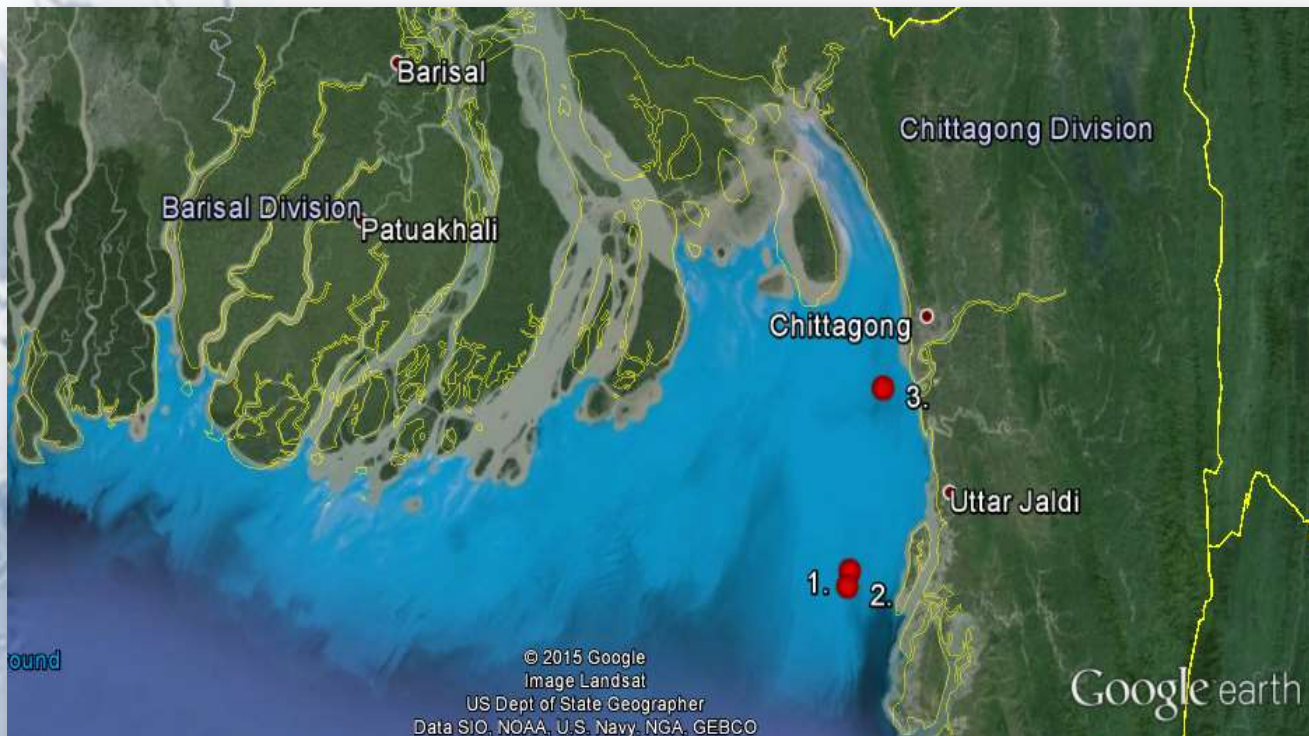
On a positive note, the three Nigerian crew members abducted from the Bourbon company boat Surfer 1440 off the coast of Nigeria on the 8th April (Allmode Piracy Report 393) were released. They are in good health and arrived at Port Harcourt on the 8th May.

Furthermore, officials from the Joint Task Force have arrested four suspects, one of whom is only seventeen, for alleged involvement in sea piracy and other crimes in the waterways of Bayelsa State. The gang is suspected of being involved in many of the recent attacks in the waterways and are also suspected to be behind the sea robberies on the Mbikiri and Nembe 1.

There still remains confusion about the relationship between the various law enforcement agencies and the Nigerian Navy. At present, it is understood that the Nigerian Maritime Police has jurisdiction up to the fairway buoy and in internal waters. The Nigerian Navy is responsible for policing and protecting the waters beyond that and out to the 200 mile limit of the Economic Zone. The Nigerian Maritime Safety Agency (NIMASA) is responsible for the implementation of the ISPS Code, but also provides physical security to a number of offshore oil terminals. However, there is also a system that allows some companies to operate as PMSC's, which involves an MOU, which is issued by local commanders giving permission to embark forces on third-party ships. This means that a PMSC has

to buy a patrol vessel that meets naval standards and is capable of carrying a weapons system and this is donated to the Nigerian Navy, who mans the vessel, along with security officers from the company. These patrol boats can then aid commercial vessels by escorting them, effectively keeping naval personnel off the ships. It is this process that has led NIMASA to challenge the legality of such crafts and they worry that the number of MOU has far exceeded their original expectations. (Some sources estimate that around 40 have been granted).

BAY OF BENGAL



Summary of incidents –

1. **05.05.15** – (Position: 21°48'N - 091°42'E, Chittagong Outer Anchorage, Bangladesh)
Boarding. Armed men boarded an anchored tanker and began arguing with the two shore watchmen. The Duty crew heard the raised voices and witnessed the men attacking the watchmen. A gun shot was heard and the crew immediately ran into the accommodation. The Alarm was raised, the ship's whistle sounded and the crew mustered. Upon hearing the alarm, the men jumped overboard and escaped. Attempts were made to contact the port control, however they were unsuccessful. Upon investigation, it was found that the robbers had taken both watchmen hostage and tied them up before escaping with the ship's stores.
2. **16.05.15** – (Position: 21°46' N - 091°42'E, Around 7nm West of Kutubdia Island, Bangladesh)
Boarding. Robbers boarded an anchored Bulk Carrier. They stole ship's property and stores, before making their escape. The Duty crew on routine rounds noticed the theft and raised the alarm. The incident was reported to the Port Control and the Coast Guard.

3. **17.05.15** – (Position: 22°12'N - 091°43'E, Chittagong Outer Anchorage 'B', Bangladesh.) **Boarding.** Three robbers armed with long knives boarded an anchored General Cargo ship using a hook attached to a rope. The Duty crew noticed the robbers and raised the alarm by sounded the ship's whistle and directing the search lights towards the forecastle. The crew were mustered. Seeing the crew respond, the robbers escaped empty handed in their boat. The Port Control and the Coast Guard were informed. A coast guard boat came for assistance and investigation.

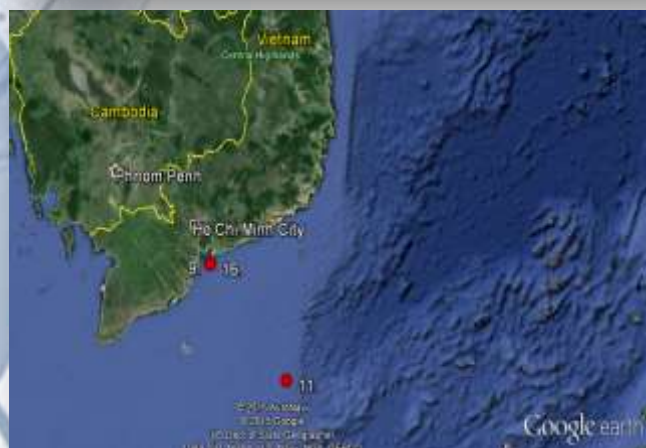
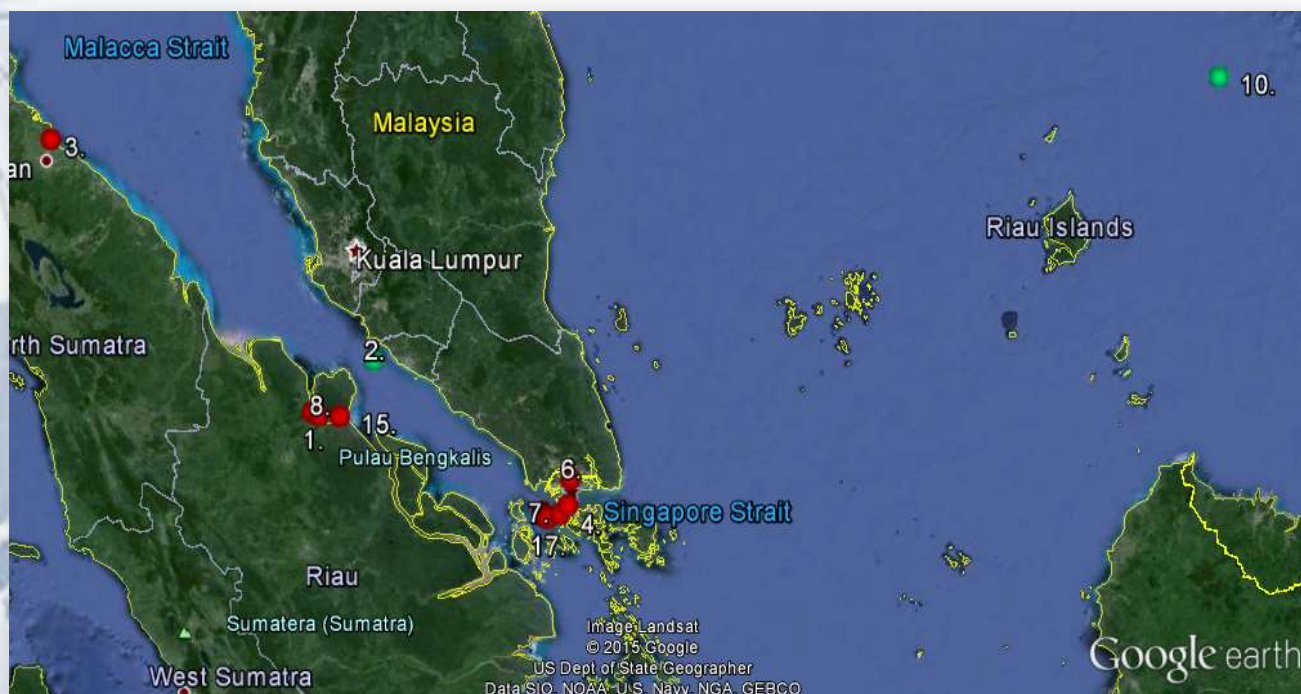
Robberies at anchor continue in the anchorages at Chittagong and the nearby islands, particularly on Tankers and Bulk Carriers. The robbers are usually armed with long knives and are looking for ship's stores or engine spares, which are highly sort after and easy to sell on in the black market. Gangs of pirates control the coastal seas off Bangladesh and force local fishermen to pay money towards them and take a proportion of their catch. Failure to do so can put the local fishermen at risk of attack and increasingly at risk of kidnap for ransom or worse still, murder. Only last month, the bodies of three fishermen washed up on the shores of Bangladesh after they were attacked by pirates in the bay of Bengal. The Coast Guard are still searching for the bodies of another twenty eight fishermen who have been missing since the 23rd March, when pirates reportedly seized two fishing trawlers with 31 crew on-board.

Bangladesh has faced much International criticism this month, as thousands of migrants have fled via the Bay of Bengal and the Andaman Sea towards Thailand, Malaysia and Indonesia. Bangladesh is home to 32,000 registered Rohingya refugees who are sheltering in two camps in the southeastern district of Cox's Bazar which borders Myanmar. Plans have been drawn up to relocate these refugees and the repatriated migrants, to Hatiya island in the Bay of Bengal. The Bangladesh government has come under criticism for this move, but the Prime Minister Sheikh Hasina has reacted to this by slamming the country's economic migrants, (on the 24th May) calling them "mentally sick" for fleeing in search of jobs, and accusing them of hurting the country's image.

Alongside this, the Bangladesh government are making attempts to disrupt this mass exodus, by making moves to set up seven special courts across the country, to try suspected human traffickers and people smugglers, who may be profiting from and encouraging this mass movement of people. Authorities have also pledged to patrol the coastline and prevent possible smugglers boats from leaving.

Myanmar are also cracking down on the problems of large scale migration and over the last few weeks have intercepted boats crammed with migrants, preventing them from making the journey south. On 29th May, the Myanmar Navy seized a boat packed with 727 people (608 men, 74 women and 45 children) as it attempted to leave the southern coast of the country. This follows a similar incident the previous week, when the navy stopped a boat with 200 Bangladeshi migrants onboard. The arrested migrants will join the thousands waiting to be transferred to Hatiya island.

SOUTH EAST ASIA



Summary of incidents –

1. **01.05.15** – (Position: 01°43'N - 101°24'E, Dumai Anchorage, Indonesia) **Boarding**. The Duty motorman, on-board an anchored Product Tanker, noticed a small boat with five people on-board. The crewmember kept visually monitoring the boat, and as suspected the persons attempted to board the vessel from the poop deck. The Duty motorman raised the alarm and the crew were mustered. Seeing the crew respond, the people jumped into the water and escaped. Nothing had been stolen.

2. **02.05.15** – (Position: 02°14'N - 101°56'E, Around 11 nm SSE of Tanjung Tuan, Malaysia, Malacca Straits.) **Hijack.** A Product Tanker was hijacked by eight armed men, who were armed with firearms. They held the third officer at gunpoint, took control of the bridge, locked the Master in a cabin and all other crew members in the ship's hospital, and hijacked the tanker. They damaged all communication equipment and anchored in position 02:19.3N - 101:40.4E (around 13nm SSW of Port Dickson, Malaysia), Malacca Straits. Another cargo vessel came alongside and the cargo was transferred. Before leaving the tanker, they stole ship's and crew cash, Iridium phone and crew's personal belongings. All of the crew are safe. The Master managed to inform the owners the next day. The Malaysian Authority boarded the tanker en route to Singapore for further investigation.
3. **03.05.15** – (Position: 03°47'N - 098°42'E, Berth No. 112/113, Belawan Port, Indonesia.) **Boarding.** Three pirates armed with knives, boarded a berthed Bulk Carrier. The Duty crew on patrol noticed the robbers and raised the alarm. The crew were mustered, but only after a number of the crew had tried to approach the robbers, at which point they were threatened. The robbers then made their escape with the ship's property.
4. **04.05.15** – (Position: 01°05'N - 103°46'E, around 1nm SSE of Pulau Takong Besar, Indonesia.) **Boarded.** Four robbers boarded a Bulk Carrier underway. The duty crew spotted the robbers and informed the Bridge. The alarm was raised and the crew mustered. Seeing the crew respond, the robbers escaped empty handed.
5. **05.05.15** – (Position: 01°03'N - 103°37'E, Around 5.3nm SSW of Pulau Nipah, Indonesia) **Attempted Boarding.** A Bulk Carrier was approached by a skiff whilst underway. The skiff approached at speed and came alongside the vessel. Two perpetrators then attempted to climb up the ships rails with the aid of a hook; however they became aware that they had been spotted by crew members and as a result, retreated. Singapore VTIS were informed.
6. **06.05.15** – (Position: 01°24'N - 103°08'E, Around 16nm WSW of Pontian District, Johor, Malaysia) **Boarding.** Unauthorised persons boarded an anchored general cargo ship, whilst it was engaged in bunkering and store replenishments. They stole ship's property and escaped unnoticed. Further investigation revealed that the ship's engine spares had been stolen.
7. **09.05.15** – (Position: 01°10'N - 103°50'E, Singapore Straits) **Boarding.** Two robbers, armed with long knives, boarded a bulk carrier underway. The duty crew noticed the robbers and raised the alarm. All of the crew members were mustered in the citadel, except the bridge team who informed the Singapore VTIS. They advised the ship to continue sailing at slow speed while waiting for the Singapore navy to approach the ship, After an amount of time had passed the crew thoroughly searched the ship and found no robbers on-board and nothing had been stolen. The search result was relayed to the VTIS and the Singapore navy.
8. **10.05.15** – (Position: 01°42'N - 101°28'E, Dumai Tanker Anchorage, Indonesia) **Boarding.** During a bridge watch changeover on an anchored chemical tanker, the duty crew members noticed two robbers trying to gain access into the engine room by the skylight. The OOW informed everyone by raising the alarm. On hearing the alarm and seeing the crew's reaction, the robbers jumped overboard and escaped. A search was carried out and other ships in the vicinity were informed.

9. **11.05.15** – (Position: 10°12'N - 107°04'E, Around 6.5nm South of Vung Tau, Vietnam.) **Boarding.** Robbers in a fishing boat, came alongside and boarded an anchored bulk carrier with a hook attached with a rope. They boarded the vessel and broke two padlocks of the deck stores and stole ship's stores, before making their escaped. The alarm was raised and the crew made a thorough search and found several footprints on the deck. The incident was reported to the port control.
10. **15.05.15** – (Position: 05°22'N - 109°33'E, Around 188nm NW of Bruit Island, Malaysia.) **Hijack.** At around 0600 LT the MT Oriental Glory was transiting from Labuan in eastern Malaysia, heading towards Tunjung Manis, Sarawak. Whilst on route, approximately thirty pirates boarded the ship. The ship was then taken to the above coordinates, where it would appear that the cargo of fuel was siphoned to a second tanker that had come alongside. Around 2,500 MT of fuel was stolen. The pirates left the ship once this was complete and the vessel is now back in the hands of the crew and heading towards Tanjung Manis, where it will be investigated.
11. **16.05.15** – (Position: 08°19'N - 108°51'E, Around 158nm SE of Vung Tau, Vietnam) **Boarding.** Whilst underway, the Chief Officer on-board a heavy lift cargo ship, detected some suspicious noises near the aft of the ship. He immediately switched on the deck lights, sent the duty crew to investigate and informed the Master. As the duty crew approached the aft, he noticed a boat moving away from the stern of the ship. Upon investigation, it was found that the padlocks to all the ship's stores and engine room entrance were missing and ship's property had been stolen.
12. **18.05.15** – (Position: 01°05'N - 103°36'E, Around 4nm SW of Pulau Nipah, Indonesia.) **Boarding.** The Duty oiler on-board a tanker underway noticed four robbers in the steering room, when on routine rounds. He immediately informed the first engineer, who raised the alarm. The Master notified VTIS Singapore. The bridge look-out saw the four robbers escaping in their boat. Upon investigation, it was found that the robbers had gained access to the engine room via the hatch cover of the CO2 bottle room and later escaped through the steering room with ship's property and generator spares.
13. **16.05.15** – (Position: 04°10'N - 121°10'E, around 69nm SSE of Bintoulun Island, Philippines, Celebes Sea.) **Suspicious Approach.** A passenger vessel underway noticed several suspicious fast inflatable boats approaching. Master realised that they were power boats, and at a distance of 0.5nm, ship's speed was increased and course altered. All the boats stopped following the ship, but one of the boats continued to chase for another 15 minutes before aborting the approach, around 65nm SE of Bintoulun Island, Philippines. The ship continued her passage.
14. **20.05.15** – (Position: 13°44'N - 121°02'E, Batangas Anchorage, Philippines) **Boarding.** Three robbers in an unlit boat boarded an anchored product tanker using a hook attached with rope while the crew were busy with pilot arrangements and berthing procedures. The robbers broke into the bosun store and stole ship's properties. The vessel alarm was raised once the duty officer on the bridge noticed the robbers and upon hearing the alarm, the robbers jumped overboard and made their escape with the stolen items in their boat. VTMS Batangas and Coast Guard were informed.
15. **20.05.15** – (Position: Dumai Anchorage, Indonesia) **Boarding.** Robbers boarded an anchored Product tanker unnoticed. They broke the padlock of the aft engine room casing door but nothing was reported stolen. The master informed the CSO of the security breach.

16. **22.05.15** – (Position: 10°11'N - 107°03'E, Vung Tau Roads, Vietnam) **Boarding.** On 22nd May 2015, a Duty Bosun undertaking routine rounds onboard an anchored container ship noticed the forward paint locker had been broken into. Upon inspection, he found traces of foot prints visible on the deck and ship's stores had been stolen. The incident was reported to the local agents and the CSO. Once the vessel was berthed, an immigration officer boarded the vessel for further inspection of the paint locker and photos were taken.
17. **23.05.15** – (Position: 01°02'N - 103°39'E, around 5nm South of Pulau Nipah, Indonesia.) **Boarded.** Four robbers boarded a Container ship whilst underway. The crew spotted them near the aft deck and alerted the other crew members. Seeing the crew respond, the robbers escaped in their speed boat. A search was carried out and it was found that nothing had been stolen.

The number of piracy incidents has risen sharply, since the slight drop in April and is at the highest level so far this year. Historically, June has seen the highest number of incidents, therefore it would be expected that this pattern will continue and a higher number of incidents be recorded next month.

What is of concern, is the number of hijackings for cargo (fuel/product) theft, with two recorded this month. One of these incidents (No. 11) is the second time that this company has been targeted within a year. A spokesman for the company who own the tanker (MT Oriental Glory), Ocean Tankers has said that the company is currently reviewing their security procedures to see how they can make improvements to their fleet's security, in an effort to prevent this from happening again.

This is a timely reminder to all vessels, particularly the smaller tankers and the slow moving Bulk Carriers, to review their Ship Security Plans on a regular basis and adapt these to focus on the current threats that are being experienced, rather than leave them from one year to the next and wait for an incident to happen before they are reviewed.

The boarding of vessels whilst underway in the Singapore Straits is continuing, particularly for the slower moving vessels. The pirates in this area are intent on robbery of cash, ship's stores and ship's engine spares, but will generally leave once detected.

The 24th Annual meeting of the Asian Shipowners' Forum (ASF) was held in Jeju, South Korea on the 19th May. At the gathering, concerns were raised at the number of incidents of fuel siphoning in Asian waters, but members did suggest that some of these incidents may have been overstated. They also praised ReCAAP ISC for their efforts to report piracy attacks and aid in the patrolling efforts of the littoral countries. They were reassured by the fact that Interpol are now integrated into the regional anti-piracy teams and hope to see improvements in how information is shared amongst concerned parties.

Reports featuring Vietnamese ports have shown an increase this year, with three from this month. One of the reports (No.12) occurred far out to sea, in open waters and this in itself is very unusual. Reports of robberies in the Vietnamese ports are becoming more common, but as yet, this is the first such robbery on a vessel underway off Vietnam.

There have been twelve reported robberies in Vietnamese ports and, to compare it with 2014, there was only one reported robbery in a Vietnamese port between January and September. One port in particular, has the highest number of incidents; Vung Tau (seven so far this year). This spike in incidents demonstrates the need for any vessel entering Vietnamese waters to be particularly vigilant and take increased security precautions, as it is obvious that the local authorities are not able to prevent such incidents.

SOUTH AMERICA



Summary of Incidents -

1. **01.05.15** – (Position: Stuart Cove, Western New Providence, Bahamas) **Attack**. On the evening of Friday 1st May at approx. 10:00pm LT, a 51 year old British man named 'Gary Vanhoeck' was shot dead on his yacht in the Bahamas. Mr Vanhoeck's wife; Kathryn; was also on board the vessel and was tied up and placed in a separate room before the two masked men demanded money and then shot Mr Vanhoeck twice in the head before escaping. It is believed that Mrs Vanhoeck was not harmed during the attack. Reports have stated that there were 4 men in total involved in the incident. Two men tied up and detained a security guard whilst the other two men went aboard the yacht.
2. **22.05.15** – (Position: St. Vincent Chateaubelair, SVG) **Assault**. A chartered catamaran anchored alone in the northern part of Chateaubelair, was boarded at night by swimmers and the crew were "roughed up" and robbed of their wallets and passports. The criminals took the dinghy to make their escape, and abandoned the dinghy ashore after removing the outboard engine. A police report was made.

Incidents of violent attacks are being reported in some Caribbean ports. This is not surprising, seeing the levels of unemployment and crime on the rise in many Caribbean destinations. The gangs operating in this region are generally armed with firearms and are particularly violent in nature (possibly due to the levels of illegal drug use in the region). They will think nothing about taking a life, as seen in the case in the Bahamas. This particular incident shows a real intent to rob and if necessary kill, as the gang had to initially tie up the security guard (which most security conscious marinas will hire) in order to gain access to the boat. Mr Vanhoeck, a successful businessman, was a prime target for this type of attack.

Chartered vessels are also at risk of attack, as incident number 2 shows. Local knowledge is not always a means of defense and gangs will access any vessel that has potential wealth on-board, especially if the tourist chartering the vessel appears not to be security savvy.

Security issues in the Caribbean are being taken more seriously and some of the large cruise ship companies are re-assessing their port-calls in the region. For example, several cruise vessels have decided to cancel planned port calls in Mexico's Puerto Vallarta amid concerns over gang violence. Vessels from Royal Caribbean, Celebrity Cruises and Disney Cruises have cancelled calls since 10th May due to security concerns. Royal Caribbean issued a statement over its decision citing reports of violent civil unrest due to high rates of gang activity. Puerto Vallarta currently receives around 50 percent of its income from the tourism industry.

REST OF THE WORLD

Arctic Oceans:

Activist activity in the Arctic Oceans is continuing as drilling platforms are moved into the area ahead of the planned exploratory drilling programs set to start later this year. On 17th and 18th May, hundreds of people protested at the US Port of Seattle to denounce plans by Shell to drill for oil in the Arctic, due to concerns it would threaten the environment. The protesters surrounded a rig, the Polar Pioneer, one of two which moved to the bay in preparation for planned drilling off Alaska. Shell has said that it will continue to keep the rig in Seattle despite the opposition.

On the 24th May, two activists chained themselves to the Shell Support Vessel and had to be removed days later, by the local coastguards, due to suffering from exposure.

Libya:

On the 11th May, a Turkish cargo ship was attacked from the sea and air as it was approaching Tobruk port. The Cook Islands-flagged ship Tuna-1 was shelled as it was 13 miles off the Libyan coast, then it was hit by two airstrikes that killed the ship's third officer and injured a number of others. Ankara condemned the attack saying that the ship was in international waters at the time. According to reports, the vessel was due to deliver sheetrock cargo taken from Spain when it was attacked.

On the 24th May, warplanes from Libya's official government attacked an oil tanker afloat near the city of Sirte, wounding two people and setting the ship on fire. This was the third confirmed strike by the internationally recognised government on oil tankers. Libya's recognised government has said its forces will hit any ships approaching ports without prior permission.

Mediterranean Sea:

Since the start of 2015, the number of irregular migrants crossing the Mediterranean Sea to Italy, Greece, Sicily and Malta, has increased dramatically, forcing the EU and other concerned bodies to attempt to tackle the problem head-on. At the end of April, a ten point plan was proposed by the Joint Foreign and Home Affairs Council and this was the starting point for many discussions about what the EU would be willing to do regarding the migrants, and how they proposed to address the issues surrounding it. Aid agencies have recorded 12,460 irregular migrants arriving by sea to Italy in May alone. (IMO) This brings the total number up to 38,690 so far this year. To demonstrate the enormous task in hand, in just three days (14th – 16th May) the Italian navy rescued around 3,600 people.

Rescues are being carried out by a number of different entities, from the Italian navy, who have rescued the most (to date), the privately funded organisation, Migrant Offshore Aid Station (MOAS), who have rescued over 4,000 so far along with and the MSF vessel, the MY Bourbon Argos and the EU funded Frontex vessels, who have a more limited scope than the other organisations. As well as these, naval forces of countries such as Ireland, Germany, Belgium and Britain have supplemented this coverage under a separate, national mandate. Local SAR centres are active in the rescues all along the Mediterranean coast, from Cyprus to Spain. Many commercial (and other) ships have been called on to assist in the rescue operations as they have an obligation to assist under SOLAS. 300 commercial or privately owned vessels have been involved in mass-migrant rescues in the Mediterranean so far in 2015 (End of May) (more than 2 per day) - on top of the 800 involved throughout 2014. This issue is the cause of much concern within the shipping industry, who use these routes through the Mediterranean for trade between Asia and Europe.

At the end of May, (30th) the most intense rescue operation to date took place, where a total of 4,243 people were saved from fishing boats and rubber dinghies in 22 operations involving ships from Italy, Ireland, Germany, Belgium and Britain. The migrants had departed from Libya. Those rescued are the lucky ones. Many have drowned. Up to the first week of May, approximately 1,800 are missing, presumed drowned, but this number will be far greater at the end of May, as the rescues continue on a daily basis.

The EU proposed their Military Operation on the 18th May, aimed at destroying the means by which the smugglers can transport the migrants across the Mediterranean, by destroying the boats that the smugglers use. However, this plan has met with resistance and scepticism as the EU are yet to receive a mandate from the Security Council to allow this to go ahead. With this, the European Union authorities have pressed member states to share the burden of housing refugees more fairly through a resettlement quota system.

However, an EU plan to disperse 40,000 migrants from Italy and Greece to other countries met with resistance at the end of May. Britain said it would not participate and some Eastern European countries have called for a voluntary scheme.

In the meantime, rescues are continuing daily involving the numerous entities as mention above. Further developments regarding this important issue are continuing to be discussed.

Health Advisories

Guinea / Sierra Leone : Ebola has recorded an increased number of new cases this month, according to the World Health Organisation. The WHO warned that this shows that the virus has not gone away and that a greater effort will be needed to 'finish the job' of eradicating the virus. The start of the rainy season may make this task more difficult.

Liberia : declared Ebola free earlier this month.

Kenya : At least 65 people are confirmed to have died in a nearly five-month-old cholera outbreak in Kenya, with infections also continuing to rise in the capital Nairobi, Five new deaths have also been reported in Nairobi over the past week.(20th May)

Security Alerts



1. North & Central America:

No alerts to report.

2. Europe

Turkey – On the 18th May, the local offices of the HDP (People's Democratic Party) political party in Adana and Mersin were attacked with explosive devices. Extra vigilance is required.

Turkey – 30th May – 2nd June demonstrations are expected in Istanbul over the weekend to mark the anniversary of the Gezi Park protests.

3. Asia & Oceania

Japan – 29th May the Japanese Meteorological Agency issued a level 5 warning (evacuate) for the whole of Kuchinoerabujima island following a volcanic eruption.

Maldives – regular protests on the main island of Male, regarding failure of democracy.

4. North Africa and the Middle East

Tunisia – 5th May heightened security presence in Djerba

Libya – groups within Libya are intent and capable of carrying out kidnappings and are targeting foreign nationals.

5. Africa:

South Africa – Xenophobic attacks are continuing in the main cities of South Africa. The government has launched Operation Fiela in an attempt to stabilise the situation and prevent the further lose of life. More than 1,650 foreigners are among the thousands arrested in the wake of the wave of xenophobic attacks that have left eight people dead and hundreds injured.

6. South America and Antarctica

Australia – there is an ongoing high threat alert for terrorism.

Anti-Piracy Measures/ Best Management Practices

Allmode strongly recommend that all vessels transiting the HRA implement BMP4. The three fundamental requirements of BMP4 are:

- 1. Register at MSCHOA:** Ensure that a 'Vessel Movement Registration Form' has been submitted to MSCHOA prior to entering the HRA.
- 2. Report to UKMTO:** On entering the UKMTO Voluntary Reporting Area – an area bound by Suez to the North, 10S and 78E – ensure that a UKMTO 'Vessel Positioning Reporting Form – Initial Report' is sent. Vessels are strongly encouraged to report daily to the UKMTO by email at 0800 GMT whilst operating in the HRA.
- 3. Implement Ship Protection Measures (SPM):** The measures described in BMP4 are the most basic that are likely to be effective. If pirates are unable to board a ship they cannot hijack it. Allmode is able to provide advice on request.
- 4. Enhanced Watch keeping:** Additional, briefed lookouts should be used for each watch, and careful Radar Watch should be maintained. A sufficient number of anti-glare binoculars should be available for the enhanced Bridge Team. Masters should consider a shorter rotation of the watch period in order to maximise alertness of the lookouts, and the utilisation of night vision optics.

Attack Types

Definitions of attack type vary between the different piracy reporting centres. The definitions used in this report are as follows:

- **Hijacked Vessel:** Vessel which pirates board and take control of against the will of the crew.
- **Boarded and Robbed:** Vessel which pirates board and rob, but do not take control of.
- **Fired Upon:** Vessel which is fired upon by pirates using small arms or RPG.
- **Attempted Boarding:** Vessel which pirates have attempted to board, or have boarded but failed to secure.
- **Suspicious Approach:** Suspicious small craft, e.g.: a craft containing non-fishing equipment such as ladders, which makes a definite course alteration towards the vessel.
- **Suspicious Activity:** Small craft behaving suspiciously such as sailing on the same course or speed for an uncommon period and distance, not in keeping with normal fishing trends.
- **Disruption:** Any incident where a pirate vessel at sea is prevented from conducting piracy operations due to direct engagement or interdiction by coalition forces.
- **Internationally Recognised Transit Corridor (IRTC):** The IRTC was established in the Gulf of Aden in February 2009. This enables Vessels to transit the corridor, if necessary in arranged convoys, and the IRTC is patrolled and supported by a strong naval presence.
- **Pirate Action Group:** Any group engaging in pirate activity consisting of a mother-ship accompanied by at least one attack skiff, or two or more attack skiffs operating independently.
- **Pirated Vessel:** A vessel captured by pirates which will be used to demand a ransom. Pirates remain on board the vessel in full control of both the vessel and the crew, can also be used as a mother-ship

Night Vision Devices

Visual acuity from night vision devices provides a vast improvement over human night vision. However, it is far from perfect. As with direct sight, higher levels of acuity are associated with closer, slower targets. The visual acuity offered by image intensification rapidly diminishes for objects over 400 feet away. This distance is further reduced, the faster the target is moving. A number of environmental factors can also reduce the acuity of image intensification systems. Rain, clouds, mist, dust, smoke, fog all affect performance.

About Allmode

INTERNATIONAL SECURITY SERVICES

Allmode Limited provides a range of Risk Management and Security services to global, private clients. Due to the diversity of our client base we have consultants from a wide range of backgrounds and professions heightening our knowledge and experience within the security industry which we serve.

Based within the UK, our head office is located in Ramsey on the Isle of Man and our ability to operate globally is enhanced through our network of in-country professionals, contacts and resources and specifically through strategically located offices in Dubai and Singapore.

Our work ethos is focused around professionalism, reliability, time and cost. Our ability to recognise what is important and listen to our clients combined with our extensive networks, wide spectrum of services and worldwide capability ensures that we deliver effectively on all four. Our SAFE concept encompasses a number of services that can be tailored to fit a specific vessel or clients' needs.

The first step in an effective security management plan is to understand the specific and unique threats and risks to the asset and furthermore to the principal. Our consultants are all former Forces personnel and have specialist security knowledge including ISPS, IMO, Close Protection, Security Management, Security Auditing, Intelligence Gathering and Maritime Security. Using a threat and risk assessment analysis, we are able to help our clients understand their vulnerability and therefore tailor SAFE to suit your individual needs and requirements.

FOR FURTHER INFORMATION ON INTELLIGENCE PLEASE CONTACT



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Intelligence Support: Intelligence@allmode.org



Website: www.allmode.org





Aim:

Crew-Safe is designed to mitigate risk through enhanced security, situational awareness training and education

Course Structure:

11 Interactive Modules taught over 8 hours

- Situational Awareness
- Document / Information Security
- Counter Surveillance
- Crew Tracking And Communications
- Journey Management
- Accommodation Security
- Shark Watch
- Vessel and Personnel Searching Techniques
- Conflict Management
- Event Planning
- Vessel Security

Objectives:

Protect your:

- Clients
- Crew
- Vessel
- Brand
- Yourself
- Increase your awareness
- Keep your operational capability
- Stay safe ashore

Allmode will tailor training to suit your operational needs and vessel type.
Offering competitive rates with a worldwide capability.

Make Allmode your first point of contact when it comes to your training and security.

For further information please contact us:

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Travel-Safe

Aim:

Travel-Safe is designed to mitigate risk through enhanced security and situational awareness by training and effective protective security

Services Menu:

- Travel-Safe Training
- Travel Security Assessment
- Intelligence Reporting
- Insurance Advice
- Close Protection Teams
- Medical Support
- GPS Tracking
- Enhanced Communications
- 24/7 Operational Support
- Agent and Logistic Support
- Worldwide Concierge Services & Advanced Arrival Planning

- Are you planning a holiday or business trip to a high risk area?
- Do you know what risks you face?
- Have you got the correct security plans in place?
- What emergency contingency strategy has been employed?

Allmode will employ a non-intrusive security solution. As we understand that the risks facing clients are unique and fluid, we aim to provide a bespoke protective capability that mitigates these risks; thus providing a secure environment for you to safely conduct your holiday or business

Allmode will tailor training to suit your operational needs and business type. Offering competitive rates with a worldwide capability.

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Isle of Man Ship Registry **Crisis Management & Human Behaviour Training**

This course has been designed to meet the requirements of STCW 95 Regulations V/2 and V/3 (paragraph 8) and STCW Code Sections A-V/2 and A-V/3 (paragraph 5)

Course Content:

- Ship design, layout
- Emergency plans
- Procedures and drills
- Optimization of resources
- Control emergency situations
- Human behavior and responses
- Establish and maintain effective communications
- Passenger safety training
- Practical exercises (drills)

After successful completion of the course, the trainees will be able to:

- ✓ Organise the safe movement of passengers when embarking and disembarking
- ✓ Organise shipboard emergency procedures
- ✓ Optimise use of resources
- ✓ Control response to emergencies
- ✓ Control passengers and other personnel during emergency situations
- ✓ Establish and maintain effective communications

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Rescue-Safe

Aim:

Rescue-Safe is designed to mitigate the safety and security risk posed when conducting a large scale rescue operation at sea, through enhanced safety measures, security, situational awareness, training and education

Course Structure:

3 Training streams tailored to job specification and level of responsibility

MANAGEMENT (1 day)

- The Migrant Situation
- Roles And responsibilities
- Prior Preparations
- Policy Writing and Planning
 - Ship Security Plan
 - ISM Code
 - Emergency Contingency Plan
- Legal and insurance considerations
- Crisis Management
- Security Considerations
- Liaison And Communications
- Managing Injury and post-traumatic stress
- Crew welfare

OFFICERS (2 day)

- The Migrant Situation
- Roles And responsibilities
- Prior Preparations
- Management And Support
- Conducting the Rescue
- Reception And Administration
- Liaison And Communications
- Security Considerations
- Medical And Welfare
- Disembarkation And Handover
- Re-Organisation
- Crew Welfare
- Re-Organisation
- (day 2 as per "Crew" package)

CREW (1 day)

- Situational Awareness
- Vessel and Personnel Searching Techniques
- Conflict Management
- Crowd Management
- Vessel Security
- Infection Control
- Health and safety
- Injury/Illness prevention
- Use of Specialised Equipment
- Dealing with post-traumatic stress

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Working Safely

Aim:

Everybody at work must have an understand of why they must "Work Safely"

5 Interactive Modules:

- Introducing Working Safely
- Defining Hazzard And Risk
- Identifying Common Hazards
- Improving Safety Performance
- Protecting Our Environment

Working safely is a one-day course for people at any level, in any sector, needing a grounding of health and safety. It focuses on why health and safety is important, and how you can make a real difference to the wellbeing of yourself and others through changing your behaviour.

It focuses on best practice rather than legislation, it's suitable for delegates from around the world, and not just those from highly regulated countries such as the UK.

The course is a 100% match to the Health and Safety Executive's 'Passport' syllabus.

Working safely is recognised as an equivalent to a level 1 award in health and safety in a construction environment. This means that delegates who successfully complete it can apply for a Construction Skills Certification Scheme (CSCS) green Labourer card once they've passed the CITB Health, Safety and Environment Operatives Test.

Allmode will tailor training to suit your operational needs and business type. Offering competitive rates with a worldwide capability.

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Managing Safely

Aim:

Every manager should have an understanding of their responsibilities when it comes to health and safety

8 Interactive Modules:

- Introducing Managing Safely
- Assessing Risks
- Controlling Risks
- Understanding Your Responsibilities
- Identifying Hazards
- Investigating Accidents And incidents
- Measuring Performance
- Protecting Our Environment

Managing safely is a flexible course for managers and supervisors in any sector, and any organisation. It brings managers up to speed on the practical actions they need to take to handle health and safety in their teams.

Managing safely won't turn learners into health and safety experts – but it will give them the knowledge and tools to tackle the health and safety issues they're responsible for. Importantly – it brings home why health and safety is such an essential part of their job.

Allmode will tailor training to suit your operational needs and business type. Offering competitive rates with a worldwide capability.

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Crew-Safe Enhanced

Aim: Crew-Safe is designed to mitigate risk through enhanced safety, security, situational awareness training and education.

Course Structure: 3 Complimentary Courses taught over 2 Days



PYA/Allmode "Crew-Safe"

- Situational Awareness
- Document / Information Security
- Counter Surveillance
- Crew Tracking
- Journey Management
- Accommodation Security
- Shark Watch
- Vessel and Personnel Searching Techniques
- Conflict Management
- Event Planning
- Vessel Security



IOSH "Working Safely"

- Introducing Working Safely
- Defining Hazard And Risk
- Identifying Common Hazards
- Improving Safety Performance
- Protecting Our Environment



Allmode Large Scale Rescue Operations At Sea (CREW)

- Situational Awareness
- Vessel and Personnel Searching Techniques
- Conflict Management
- Crowd Management
- Vessel Security
- Infection Control
- Health and safety
- Injury/Illness prevention
- Dealing with post-traumatic stress

Allmode will tailor training to suit your operational needs and vessel type.
Offering competitive rates with a worldwide capability.

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Travel-Safe (Enhanced)

Aim: Travel-Safe is designed to mitigate risk through enhanced safety security and situational awareness by training and effective protective security

Course Structure: 3 Complimentary Courses Taught Over 2 Days

 **Allmode**

Allmode Travel Safe

- Travel-Safe Training
- Travel Security Assessment
- Intelligence Reporting
- Insurance Advice
- Close Protection Teams
- Medical Support
- GPS Tracking
- Enhanced Communications
- 24/7 Operational Support
- Agent and Logistic Support
- Worldwide Concierge Services & Advanced Arrival Planning

iosh

IOSH "Working Safely"

- Introducing Working Safely
- Defining Hazard And Risk
- Identifying Common Hazards
- Improving Safety Performance
- Protecting Our Environment

 **Allmode**

Allmode Large Scale Rescue Operations At Sea (CREW)

- Situational Awareness
- Vessel and Personnel Searching Techniques
- Conflict Management
- Crowd Management
- Vessel Security
- Infection Control
- Health and safety
- Injury/Illness prevention
- Dealing with post-traumatic stress

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Crisis-Safe (Enhanced)

Aim: Crisis-Safe (Enhanced) is designed to mitigate risk through enhanced safety, security, situational awareness training and education.

This course has been designed to meet the requirements of STCW 95 Regulations V/2 and V/3 (paragraph 8) and STCW Code Sections A-V/2 and A-V/3 (paragraph 5)

Course Structure: 3 Complimentary Courses taught over 2 Days



Crisis Management & Human Behaviour

- Ship design, layout
- Emergency plans
- Procedures and drills
- Optimization of resources
- Control emergency situations
- Human behavior and responses
- Establish and maintain effective communications
- Passenger safety training
- Practical exercises (drills)



IOSH "Working Safely"

- Introducing Working Safely
- Defining Hazzard And Risk
- Identifying Common Hazards
- Improving Safety Performance
- Protecting Our Environment



Allmode Large Scale Rescue Operations At Sea (CREW)

- Situational Awareness
- Vessel and Personnel Searching Techniques
- Conflict Management
- Crowd Management
- Vessel Security
- Infection Control
- Health and safety
- Injury/Illness prevention
- Dealing with post-traumatic stress

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