



Joint Maritime Information Center



INFORMATION FUSION CENTRE



JMIC INFONOTE 04/03/01 – MISSILE ATTACK INVOLVING LIBERIA-FLAGGED CONTAINER VESSEL, MSC SKY II, 91NM SE OFF ADEN, YEMEN

INCIDENT REPORT

1. There was a missile attack on a Liberia-flagged Container Vessel, MSC SKY II (IMO: 9162277), while the vessel was transiting westerly in the Gulf of Aden (GOA) at approximately 91nm SE off Aden, Yemen on 4 Mar 24 at 12:50 (UTC). (See **Picture 1** for incident location).

Picture 1: Incident Location



2. JMIC confirmed that MSC SKY II was attacked by missiles. The shipping company reported a total of three missiles; one missile ditched, and two missiles hit, which resulted in damages to the starboard bridge wing and accommodations, and one container was on fire. Coalition warships were in vicinity of the incident and responded. Approximately five hours after the incident, the shipping company reported that all crew on board was safe, and the vessel was proceeding to next port of call. (See **Picture 2** for damages on the vessel).



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Picture 2: Damages on the Vessel (Source: Shipping Company)



3. Based on sources, MSC SKY II was likely “targeted” due to its ship owners and management companies (based in US and UK), and its ship operator (Israeli Company). Of note, there were previous attacks on vessels that were operated by this ship operator company. *[Note: Houthi spokesperson stated previously in Jan 24 that its attacks were in response to the US-UK military actions in the region.]*

INDUSTRY GUIDANCE

4. The southern Red Sea and Gulf of Aden from 16N to 047E remain a threat area based on the Houthis ability to attack vessels with various capabilities. The threat remains focused on vessels with an Israeli, United States or United Kingdom association. Assurance to maritime industry and the free flow of commerce remains a top priority. Defensive coalition strikes have been executed to reduce Houthis attack capabilities. JMIC recommends that vessels operating in the Red Sea, BAM and Gulf of Aden exercise caution, conduct a risk assessment, review security measures, and incorporate appropriate protective measures into their vessel security plans. Vessels should ensure AIS is transmitting (except when the ship master believes that continuing to operate AIS might compromise safety and security of the vessel) consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS) and monitor VHF Channel 16.
5. Vessels are advised to transit with caution, and share sightings of suspicious activity (including that of UAV sightings) in the area with UKMTO.



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Additional Resources on Incident:

UKMTO Reporting Visit: <https://www.ukmto.org>

Email: watchkeepers@ukmto.org

Emergency Tel: +44 (0)2392 222060

Additional Resources on Industry Guidance:

BMP 5 – Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea:

<https://www.ics-shipping.org/wp-content/uploads/2020/08/bmp5-hi-res-min.pdf>

ATP – 02.1 NCAGS Guide to Owners, Operators, Masters and Officers:

https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2