



# Joint Maritime Information Center



INFORMATION FUSION CENTRE



## JMIC INFONOTE 06/03/01 – COMMUNICATIONS CHALLENGE AND MISSILE ATTACK INVOLVING BARBADOS-FLAGGED BULK CARRIER, TRUE CONFIDENCE, 54NM SW OFF ADEN, YEMEN

### INCIDENT REPORT

1. There was a communications challenge and a missile attack on a Barbados-flagged Bulk Carrier, TRUE CONFIDENCE (IMO: 9460784), while the vessel was transiting in the Gulf of Aden (GOA) at approximately 54nm SW off Aden, Yemen on 6 Mar 24 at 00:01 (UTC) and 08:40 (UTC) respectively. (See **Picture 1** for incident location).

Picture 1: Incident Location



2. JMIC confirmed that TRUE CONFIDENCE was hailed by an entity claiming to be Yemeni Navy (assessed to be Houthis as part of their known Tactics, Techniques and Procedures (TTPs)). The shipping company reported that the vessel was hailed over VHF Channel 16 for a duration of approximately 30 minutes, and that the vessel was directed to “for your safety and security, alter course to another passage to another destination, otherwise you will be



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responsible for any actions that will be taken against you” – source of the VHF transmission recording verified.

3. In response, TRUE CONFIDENCE turned south-easterly and away from its intended passage, and loitered while waiting for further instructions from its shipping company.

4. At approximately 08:40 (UTC), the vessel was struck by an anti-ship ballistic missile. Following the strike, communications with the vessel was lost. Coalition air assets in vicinity responded to the incident, and observed a large fire on the superstructure. The ship management company subsequently reported that the vessel had been hit, and that the bridge was on fire. The crew abandoned the vessel and got into a life-raft. (See **Picture 2** for damages on the vessel).

Picture 2: Damages on the Vessel (Source: CENTCOM)



5. Approximately three hours later, the Indian Navy successfully rescued the crew from the life-raft and vessel, and had safely arrived at Djibouti. *[Note: There were multiple casualties reported. More information will be provided when available.]*



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6. TRUE CONFIDENCE is currently unmanned and drifting NW at 0.3kn. Last known position 11 56.3N 044 25.9E (correct at 05:19 (UTC) on 7 Mar 24), and it remains a hazard to navigation. *[Note: Smoke is still emanating from the vessel, and investigations and assessments on the status of the vessel is underway. More information on status of the vessel will be provided when available.]*

7. Based on sources, TRUE CONFIDENCE was likely “targeted” due to outdated US ownership data. *[Note: On 6 Mar 24, Houthi spokesperson stated that they targeted the vessel due to its US affiliations.]*

### JMIC GUIDANCE

8. 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.

9. Vessels are advised to transit with caution, and share sightings of suspicious activity (including that of UAV sightings, **and illegitimate communications challenges**) in the area with UKMTO.

10. If vessels are contacted on VHF by “Yemeni Navy” and instructed to divert or alter course: (a) ignore the VHF call and continue passage if safe to do so; (b) call for coalition warship on VHF channel 16, inform them of your location, situation, state your intentions and seek advice; and (c) describe incident in movement reporting to UKMTO and NAVCENT NCAGS.



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### Status Update on RUBYMAR

An updated Notice to Mariner/NAVAREA was issued on 4 Mar 24 (NAVWARN 101/24) where the vessel was earlier reported to be partially submerged and unlit.

#### **Additional Resources on Incident:**

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

Email: [watchkeepers@ukmto.org](mailto: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](https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2)