



JMIC INFONOTE 06APR_01 – ATTEMPTED MISSILE ATTACK INVOLVING MARSHALL ISLANDS-FLAGGED CONTAINER VESSEL, HOPE ISLAND, 60NM SW OF AL HUDAYDAH, YEMEN

INCIDENT REPORT

1. There were three separate missile launches reported on a Marshall Islands-flagged container vessel, HOPE ISLAND (IMO: 9263320), while the vessel was transiting the Red Sea, BAM, and GOA at approximately 60nm SW of Al Hudaydah, Yemen between 06 Apr 24 at 14:53 (UTC) and 07 Apr 24 at 05:03 (UTC). Reference UKMTO Incident Warning 061 and 062. (See **Picture 1** for incident location).

Picture 1: Incident Location



2. The JMIC has confirmed HOPE ISLAND was targeted by missiles. The vessel departed its previous port with AIS on, but when nearing the threat area was transiting with AIS turned off. Prior to the missile launches there was UAV activity in the vicinity of the vessel on 06 Apr 24 at 1135 UTC. Subsequently, there were missile launches reported at 1452 UTC on 06 Apr, 2359 UTC on 06



Apr, and 0503 UTC on 07 Apr. The vessel had transited the Threat Area with AIS off following JMIC guidance. No reported damage to the vessel and all crew on board reported safe (no injuries), and the vessel was proceeding to next port of call.

3. JMIC assesses that HOPE ISLAND was likely “targeted” due to outdated UK affiliation. *[Note: Houthi spokesperson stated previously in Jan 24 that its attacks were in response to the US-UK military actions in the region.]*

JMIC GUIDANCE

4. Freedom of navigation and the free flow of maritime commerce continue as a top priority while 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.

- a. The current threat assessment identifies vessels with an Israeli, United States or United Kingdom association at highest risk

5. **Vessels** intending to transit the threat area are recommended to:

- a. Exercise caution
- b. Conduct a risk assessment prior to entering the area
- c. Review security measures/incorporate appropriate vessel hardening measures into their security plans
- d. Ensure AIS is transmitting, consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS)
 - i. Except when believed that continuing to operate AIS might compromise safety and security of the vessel
 - ii. If AIS is turned off, alter course and speed to minimize tracking by DR
 - iii. Do not loiter
- e. If contacted on VHF by “Yemeni Navy”:
 - i. Ignore the VHF call and continue passage if safe to do so
 - ii. Describe incident in movement reporting to UKMTO and NAVCENT NCAGS.
- f. Share instances of suspicious activity with UKMTO



- i. UAV sightings
- ii. Communications challenges

6. **Shipping Companies** are recommended to:

- a. Conduct threat & risk assessment of all their vessels and especially those that may have previous US, UK or Israel ownership or associations
- b. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
- c. Ensure their managed vessels receive and follow the guidance for vessels
- d. Review digital footprint

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