



Joint Maritime Information Center

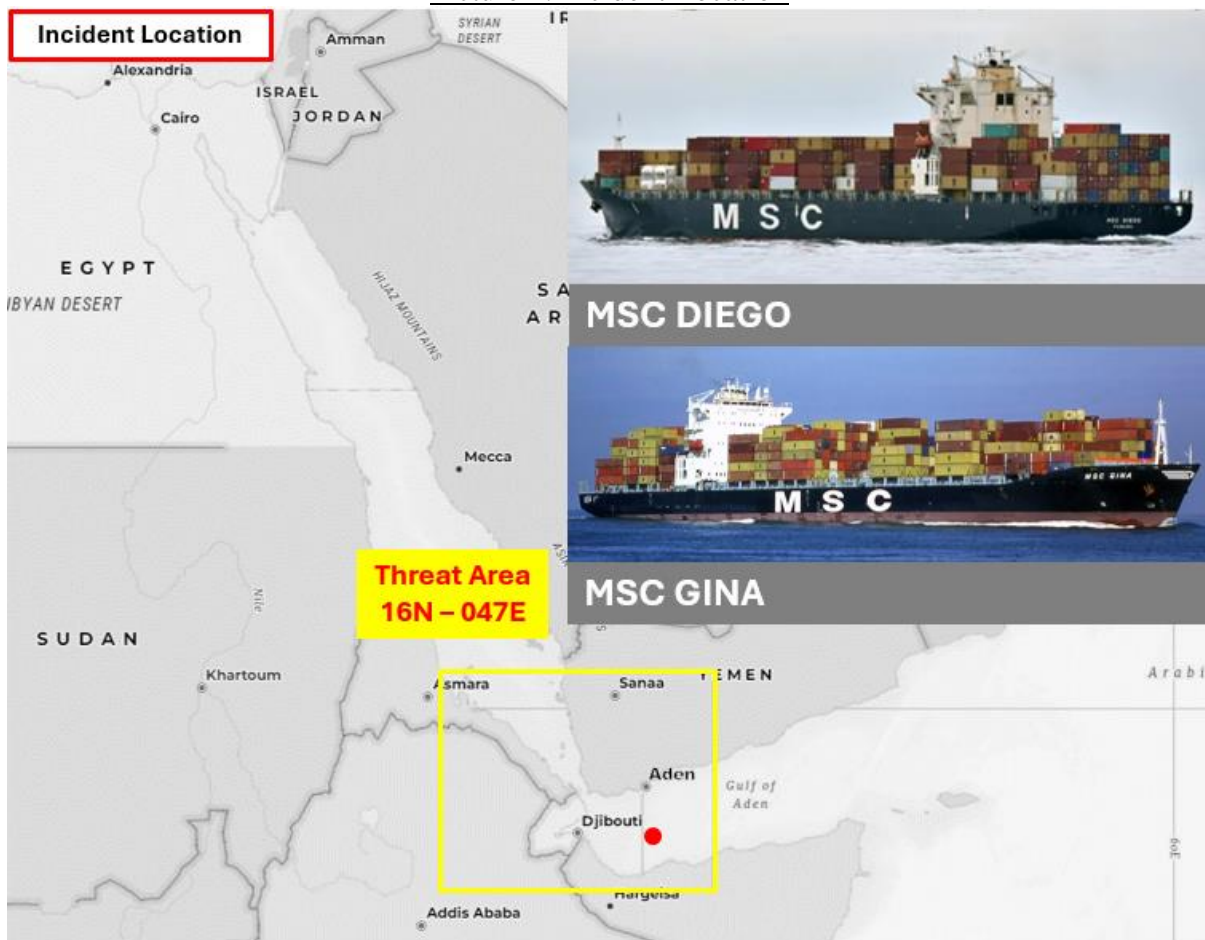


JMIC INFONOTE 07MAY_01 – MISSILE ATTACK INVOLVING PANAMA-FLAGGED CONTAINER VESSELS, MSC DIEGO & MSC GINA, 82NM SOUTH OF ADEN, YEMEN.

INCIDENT REPORT

1. There was a report of an attack on Panama-flagged Container Vessels, MSC DIEGO (IMO: 9202649) & MSC GINA (IMO: 9202663), while the vessels were transiting in the Gulf of Aden approximately 82nm SOUTH of Aden, Yemen on 07 May 24 at 0226(UTC). Reference UKMTO Incident Warning 070. (See **Picture 1** for incident location).

Picture 1: Incident Location





2. The JMIC has confirmed that MSC DIEGO & MSC GINA were targeted by two missiles. A coalition warship in vicinity of the merchant vessels responded and assisted the vessels. Neither were hit and all crew on board are safe (no injury reported). The vessels were last reported proceeding to next port of call.

3. JMIC assesses that MSC DIEGO & MSC GINA were likely targeted due to perceived Israeli affiliation.

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 exercise caution by applying the following:

- a. Conduct a risk assessment prior to entering the area
- b. Review security measures/incorporate appropriate vessel hardening measures into their security plans
- c. Turning off any form of non-essential emissions (e.g. intra-ship UHF/VHF transmissions) and AIS policy within the threat area is to be very carefully considered as part of voyage risk mitigation process, as broadcasting on AIS is assessed to aid Houthi targeting
 - i. While transmitting AIS may be consistent with SOLAS, it may compromise safety & security of the vessel
 - ii. If AIS is turned off, consider altering course and speed to minimize tracking by Dead Reckoning
- d. Do not loiter when transiting this Threat area and proceed with caution
- e. If contacted on VHF by “Yemeni Navy”:
 - i. Ignore the VHF call and continue passage if safe to do so



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- ii. Describe incident in follow up reports to UKMTO
 - f. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
 - i. UAV sightings
 - ii. Communications challenges
 - g. In case of any unexploded ordnance and debris on deck:
 - i. maintain a safe distance (as far away as practically possible) and cordon off the area
 - ii. do not touch or try to dismantle any debris
 - iii. be aware that any radio emissions may trigger the device
 - iv. request assistance through UKMTO, ask for Explosive Ordnance Disposal Team (EOD)
- 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
 - i. *Note that most recent attacks have been against vessels that have changed ownership in last 2 months*
 - 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