



Joint Maritime Information Center

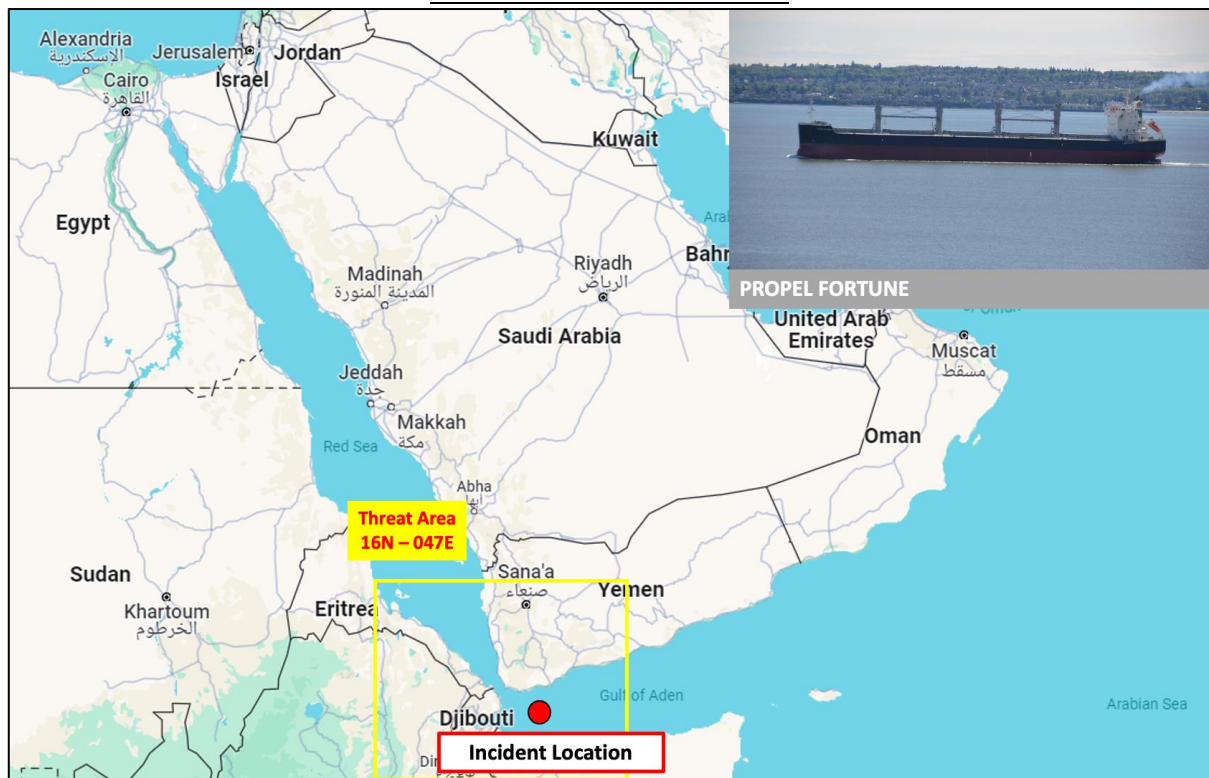


JMIC INFONOTE 08/03/01 – ATTEMPTED MISSILE ATTACK INVOLVING SINGAPORE-FLAGGED BULK CARRIER, PROPEL FORTUNE, 50NM SW OFF ADEN, YEMEN

INCIDENT REPORT

1. There was an attempted missile attack on a Singapore-flagged Bulk Carrier, PROPEL FORTUNE (IMO: 9500699), while the vessel was transiting in the Gulf of Aden (GOA) at approximately 50nm SE off Aden, Yemen on 8 Mar 24 at 13:15 (UTC) respectively. (See **Picture 1** for incident location).

Picture 1: Incident Location



2. JMIC confirmed that PROPEL FORTUNE was attacked by missiles. The shipping company reported two explosions in close vicinity of the vessel. Coalition warships in vicinity of the incident responded and provided assistance. The vessel and all crew on board was safe (no injury reported), and the vessel was proceeding to next port of call.

3. Based on sources, PROPEL FORTUNE was likely “targeted” due to outdated US ownership data. [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. 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, US or UK 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. *[Note: Shipping companies should also conduct a risk assessment of all their vessels that may have previous US, UK or Israel ownership, and factor this into their risk assessment calculus. If an association is made, shipping companies are recommended to provide the information UKMTO when these vessels are transiting through the threat area.]*

5. 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.

6. 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.

Additional Resources on Incident:

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

Email: watchkeepers@ukmto.org

Emergency Tel: +44 (0)2392 222060



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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