



## Joint Maritime Information Center

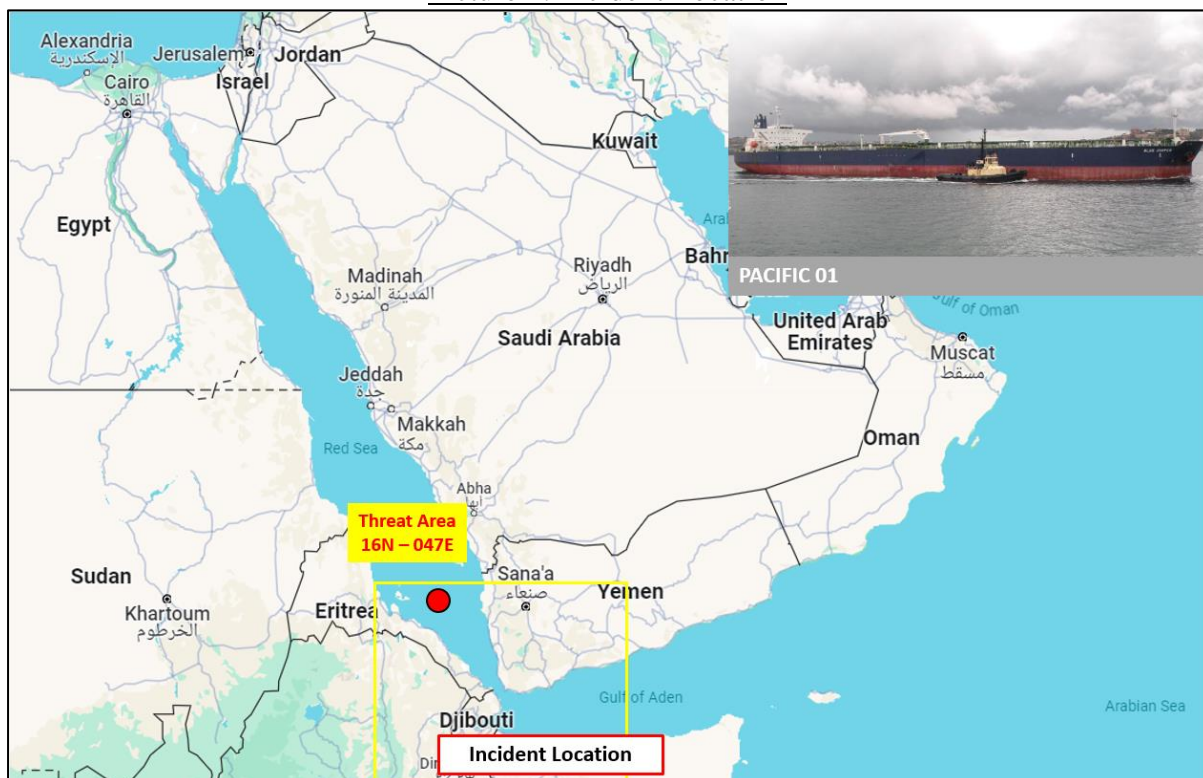


### JMIC INFONOTE 15MAR\_01 – UNCONFIRMED MISSILE ATTACK INVOLVING PANAMA-FLAGGED TANKER, PACIFIC 01, 70NM NW OFF HODEIDAH, YEMEN

#### INCIDENT REPORT

1. There was a reported missile attack on a Panama-flagged Tanker, PACIFIC 01 (IMO: 9395379), while the vessel was transiting in the Southern Red Sea at approximately 70nm NW off Hodeidah, Yemen on 15 Mar 24 at 02:50 (UTC). (See **Picture 1** for incident location).

Picture 1: Incident Location



2. JMIC is continuing to investigate the report that PACIFIC 01 was attacked by a missile. A nearby vessel reported a distress call coming from the PACIFIC 01, and information was put out of a missile hitting the Starboard Superstructure. The coalition following aerial surveillance confirmed with the PACIFIC 01 that in fact no damage was identified. The vessel and all crew on board was safe (no injury reported), and the vessel was proceeding to next port of call.



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3. Based on sources, PACIFIC 01 was likely “targeted” due to previous ownership having Israeli 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. 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 threat remains focused on vessels with an Israeli, United States or United Kingdom association
- b. Free flow of commerce remains a top priority
- c. Defensive coalition strikes have been executed to reduce Houthis attack capabilities

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

**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)