



JMIC INFONOTE 17MAR_01 – ATTEMPTED MISSILE ATTACK INVOLVING MARSHALL ISLANDS-FLAGGED TANKER, MADO, 85NM SE OFF ADEN, YEMEN

INCIDENT REPORT

1. There was a reported attempted missile attack on a Marshall Islands-flagged LPG Tanker, MADO (IMO: 9694622), while the vessel was transiting the Gulf of Aden (GOA) at approximately 85nm SE off Aden, Yemen on 17 Mar 24 at 00:24 (UTC). (See **Picture 1** for incident location).

Picture 1: Incident Location



2. The JMIC has confirmed MADO was targeted by a missile. The vessel had been transiting with AIS turned off, but was turned back on while still inside the threat area, approximately four hours prior to the incident. At 0024 UTC, the vessel reported a missile entering the water 200 meters off the Starboard Bow. In communication with the vessel it was confirmed that there had been no damage. The vessel and all crew on board reported safe (no injuries), and the vessel was proceeding to next port of call.



3. Based on sources, MADO was likely “targeted” due to previous ownership having US 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