



Combined Maritime Forces Joint Maritime Information Center



INFORMATION FUSION CENTRE

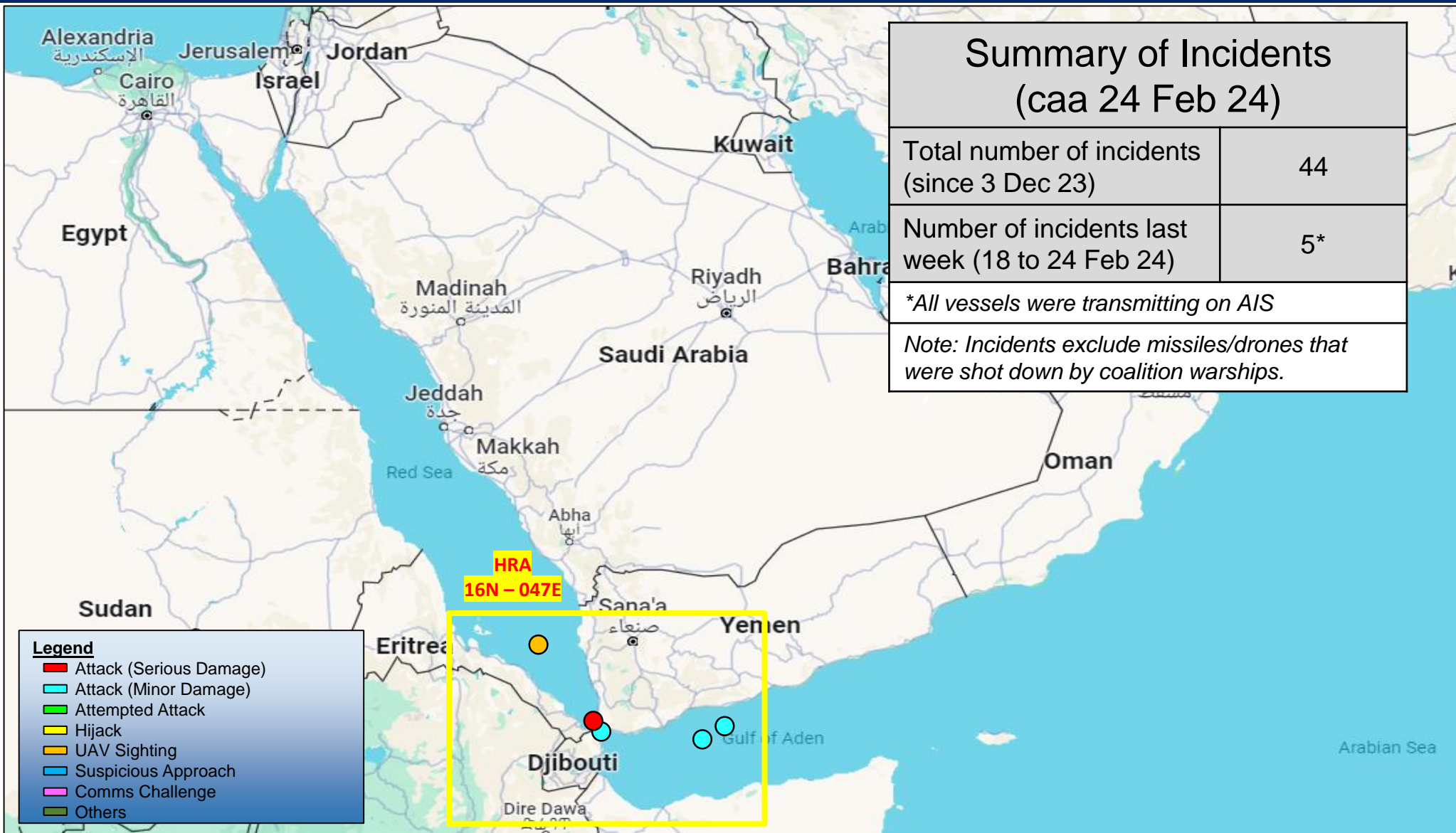


JMIC Weekly Dashboard 18 to 24 February 24

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Summary of Incidents





Incident: Attack (Serious Damage)

18 Feb – Attack/ Missile/ Belize-Flagged Cargo Vessel/ No Injury/ Underway/ 35nm south of Al Mukha, Yemen

Decimal Lat, Long: 12.729240810014309, 43.27602255196572

There was a missile attack on a Belize-flagged Cargo Vessel, RUBYMAR (IMO: 9138898), while the vessel was transiting southern Red Sea at approximately 35nm S off Al Mukha, Yemen on 18 Feb 24 at 20:00 (UTC).

JMIC received information that RUBYMAR was attacked by two separate missile attacks an hour apart. Ship master reported one explosion in close proximity on starboard side of the vessel where shrapnel had penetrated the engine, and made a distressed call due to his assessment that there might be risk of fire on deck. A coalition warship (France) was in vicinity of the incident and responded to the incident. The collective assessment at that juncture was that RUBYMAR remained sea-worthy and was able to continue on her planned passage at 11kn. Subsequently, there was a second missile attack but it was assessed to have ditched.

Approximately three hours after the initial assessment, the ship master reported on VHF MMS CH16 that MV RUBYMAR was taking in water; and that all crew had left the vessel and were safe in the lifeboats. LOBIVIA (SG-flagged vessel), which was in the vicinity of the incident, subsequently informed JMIC that she would respond to the call, and conducted search and rescue of RUBYMAR crew. LOBIVIA successfully rescued all crew, and safely arrived at its next port of call.

Information Update [caa 24 Feb 24, 20:15 (UTC)]

RUBYMAR was last reported to be at 13 20' 42"N 042 57' 40"E, drifting 038 – 0.5kn. The vessel continued to drift N/NE, and constituted a significant danger to safety of navigation as its navigational lights were switched off in a very congested area. A first Notice to Mariner/NAVAREA was issued on 20 Feb 24 (NAWWARN 077/24) where the vessel was reported to be at anchor.

[Note: More information on status of the vessel would be provided when available.]



Photo of RUBYMAR



Incident: Attack (Minor Damage)

19 Feb – Attack/ Missile/ Greece-Flagged Bulk Carrier/ No Injury/ Underway/ 100nm east of Aden, Yemen

Decimal Lat, Long: 12.689973745884886, 47.05205273276923

There was a missile attack on a Greece-flagged Bulk Carrier, SEA CHAMPION (IMO: 9299915), while the vessel was transiting westerly along Gulf of Aden (GOA) at approximately 100nm E off Aden, Yemen on 19 Feb 24 at 09:55 (UTC).

JMIC received information that SEA CHAMPION was attacked twice (approximately one hour apart) by one missile each. Ship master reported a total of two explosions; one in close proximity to the starboard side of the vessel, and one mid-air explosion. The vessel sustained minor damages (evidence of shrapnel and damage to the paintwork). Coalition warships were in vicinity of the incident and responded.

All crew on board was safe (no injury reported), and the vessel was proceeding to next port of call. No assistance is required.



Photo of SEA CHAMPION



Incident: Attack (Minor Damage)

19 Feb – Attack/ Missile/ Marshall Islands-Flagged Bulk Carrier/ No Injury/ Underway/ 160nm North of Djibouti

Decimal Lat, Long: 12.771315886362796, 43.29647461265417

There was an UAV attack on a Marshall Islands-flagged Bulk Carrier, NAVIS FORTUNA (IMO: 9404455), while the vessel was transiting northerly in the Bab Al Mandeb (BAM) at approximately 60nm N off Djibouti on 19 Feb 24 at 18:20 (UTC).

JMIC confirmed that NAVIS FORTUNA was attacked by an UAV. Ship master also reported that the vessel was hit by an UAV, and the vessel sustained superficial damage to the starboard side of the accommodation superstructure.

All crew on board was safe (no injury reported), and the vessel was proceeding to next port of call. No assistance was required.



Photo of NAVIS FORTUNA



Incident: UAV Sighting

21 Feb – UAV Sighting/ UAV/ Marshall Islands-Flagged Bulk Carrier/ No Injury/ Underway/ 40nm West of Al Hudaydah, Yemen

Decimal Lat, Long: 12.771315886362796, 43.29647461265417

There was an UAV sighting by Marshall Islands-flagged Bulk Carrier, LAVENDER (IMO: 9463750), while the vessel was transiting in the southern Red Sea at approximately 40nm W off Al Hudaydah, Yemen on 21 Feb 24 at 00:27 (UTC).

JMIC received information that there was UAV activity in vicinity of LAVENDER. Ship master reported sighting of UAV at approximately 1nm off the starboard quarter of the vessel.

The vessel and all crew on board were safe (no injury reported), and the vessel was proceeding to next port of call. No assistance was required.



Photo of LAVENDER



Incident: Attack (Minor Damage)

22 Feb – Attack/ Missile/ Palau-Flagged Cargo Vessel/ Minor Injury/ Underway/ 70nm SE off Aden, Yemen

Decimal Lat, Long: 12.27132889753796, 45.22684981742808

There was a missile attack on a Palau-flagged Cargo Vessel, ISLANDER (IMO: 9136565), while the vessel was transiting northerly in the Gulf of Aden (GOA) at approximately 70nm SE off Aden, Yemen on 22 Feb 24 at 07:45 (UTC).

JMIC confirmed that ISLANDER was attacked twice (approximately one hour apart) by one missile each. Ship master reported a total of two explosions; one mid-air explosion, and one hit a cargo hold and the vessel sustained minor damages. In addition, fragments from the explosion of the second missile injured the foot of one crew (first-aid was applied by another crew). Coalition warships were in vicinity of the incident and responded.

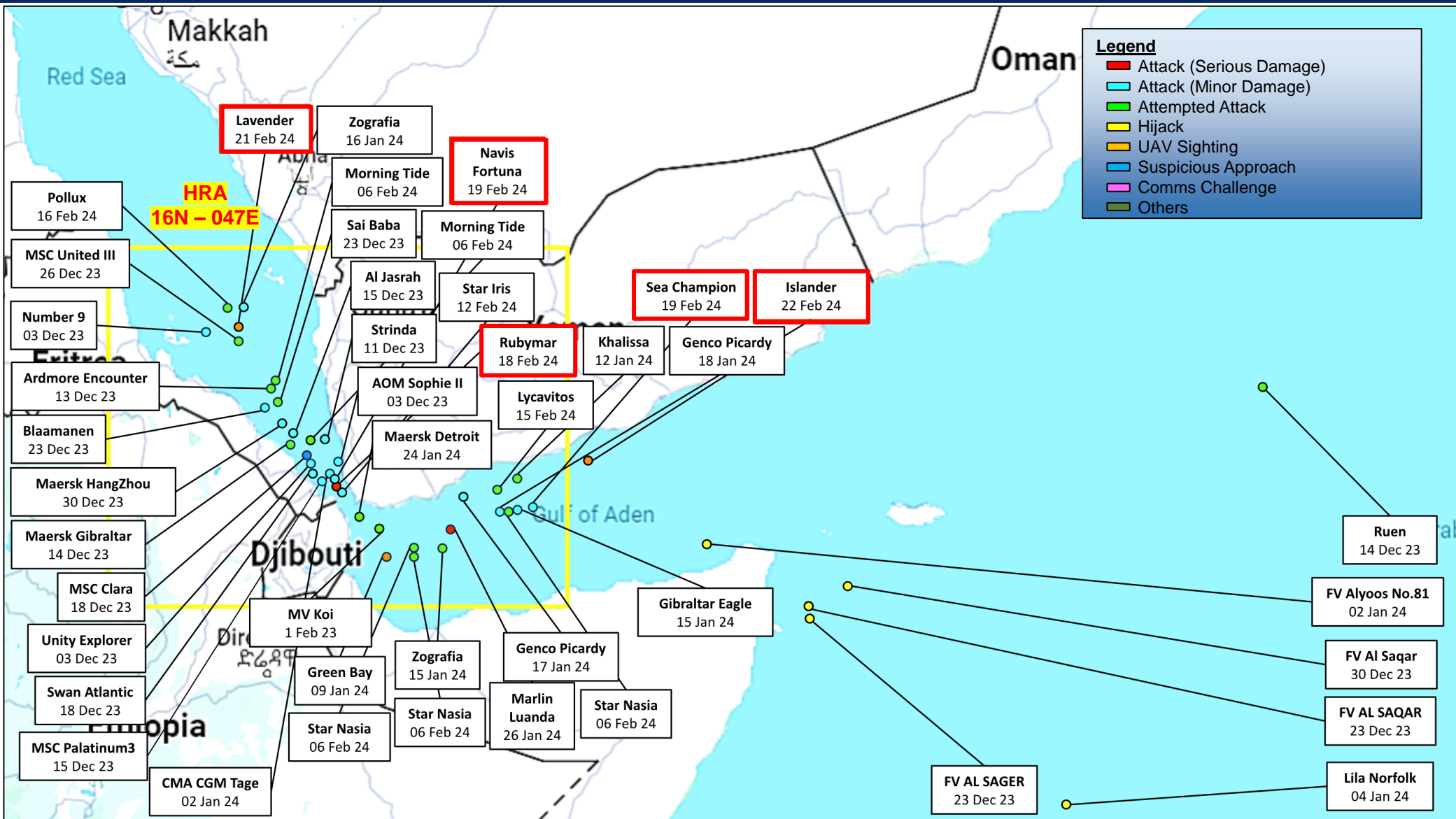
Approximately four hours after the incident, ship master reported that all crew on board was safe (no new injury), and the vessel was proceeding to next port of call. No assistance was required.



Photo of ISLANDER



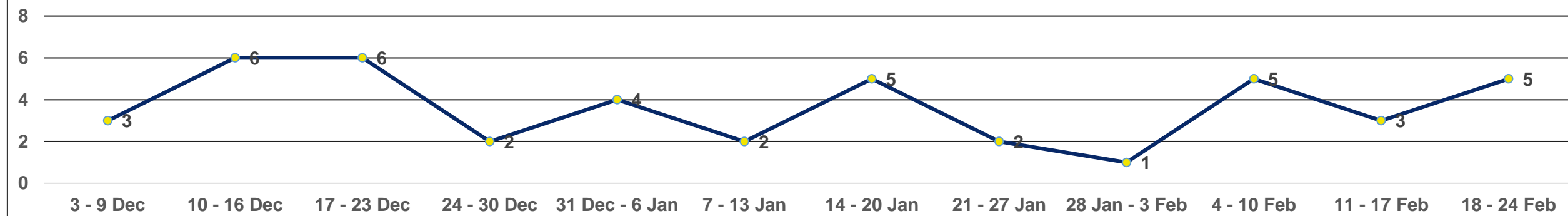
Overview of incidents in Red Sea, BAM and GOA



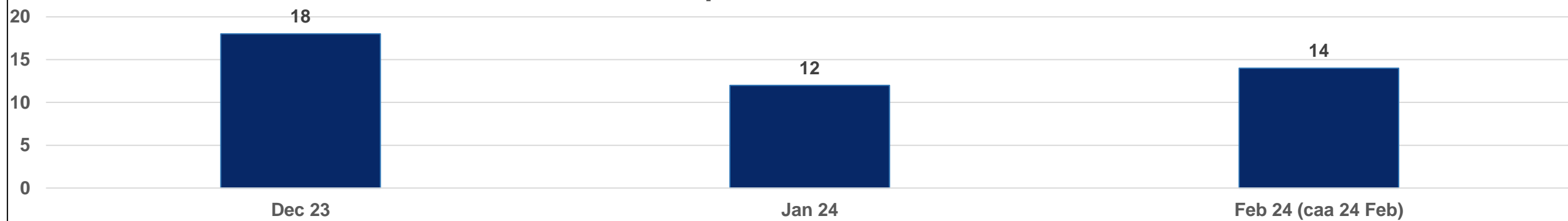


Trending of Incidents

Week-on-Week Comparison of Incidents since 3 Dec 23



Month-on-Month Comparison of Incidents since 3 Dec 23



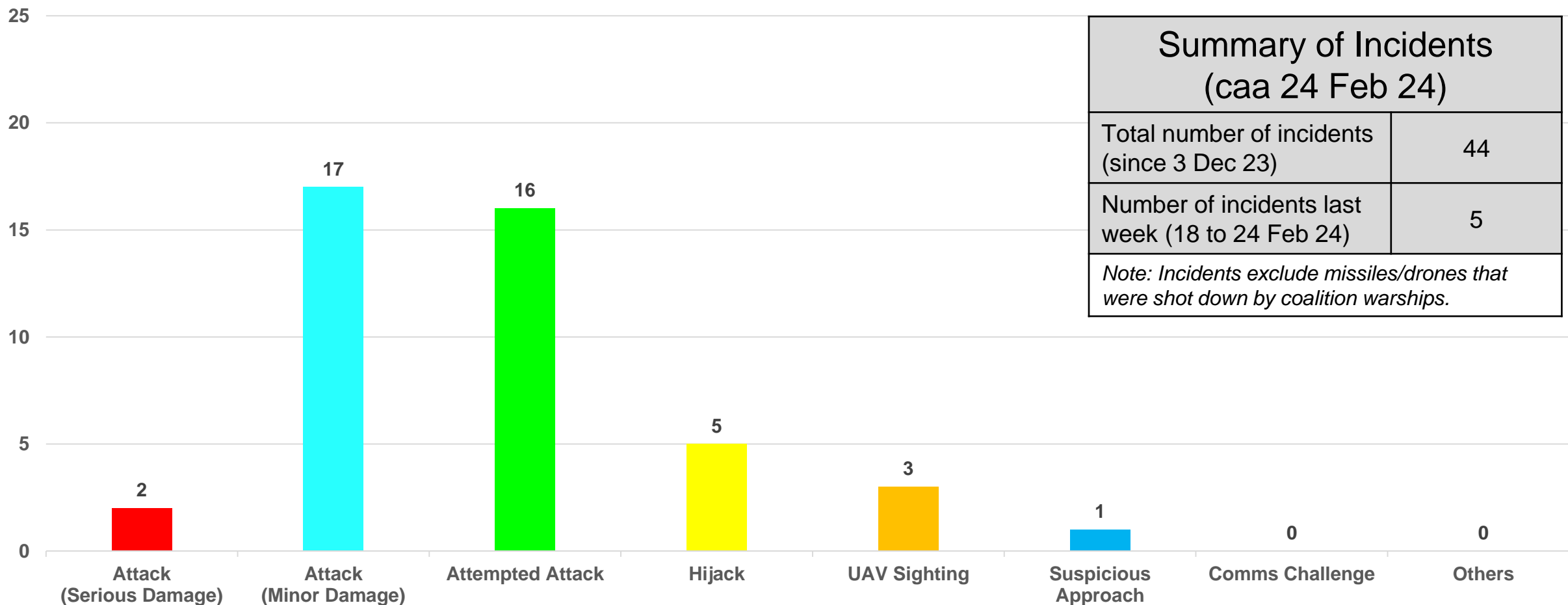
Observations and Assessments

Based on trending, the number of Houthis attacks on merchant vessels remains on an uptrend (despite the ~40% decline in merchant traffic in the Red Sea, BAM and GOA), and the threat remains focused on vessels with Israeli, United States, and United Kingdom associations. Of the 5 incidents that occurred between 18 – 24 Feb, 4 incidents involved vessels that were attacked by missiles, and 1 vessel reported sighting of UAV activity. [Note: The incident involving RUBYMAR on 18 Feb was the second incident where a vessel sustained serious damages since Jan 2024.] **JMIC recommendations to the shipping industry remain unchanged.**



Trending of Incidents by Categories

Summary of Incidents since 3 Dec 23



Summary of Incidents (caa 24 Feb 24)	
Total number of incidents (since 3 Dec 23)	44
Number of incidents last week (18 to 24 Feb 24)	5
<i>Note: Incidents exclude missiles/drones that were shot down by coalition warships.</i>	

**Refer to slide 12 for the explanatory notes for the respective categories*



JMIC Recommendations to Industry

Recommendations:

1. Vessels operating in the Red Sea, BAM and GOA to exercise caution, conduct a risk assessment, review security measures, and incorporate appropriate protective measures into their vessel security plans.
2. 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 e.g. transiting known threat area in southern Red Sea, BAM and western GOA) consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS) and monitor VHF Channel 16.
3. Vessels are advised to transit with caution, and share sightings of suspicious activity in the area with UKMTO.

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



General Categories

General Categories	Explanatory Notes
Attack (Serious Damage)	<p>This refers to the act of successfully attacking a vessel with the use of force that results in serious damage(s) to the vessel.</p> <ul style="list-style-type: none"> Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. Serious damage refers to any damage that impacts the vessel's ability to continue functioning, which requires immediate assistance.
Attack (Minor Damage)	<p>This refers to the act of successfully attacking a vessel with the use of force that results in minor damage(s) to the vessel.</p> <ul style="list-style-type: none"> Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. Minor damage refers to any damage that does not impact the vessel's ability to continue functioning, which does not require any assistance.
Attempted Attack	<p>This refers to the act of attacking a vessel with the use of force that results in no damage to the vessel.</p> <ul style="list-style-type: none"> Any use of force including but not limited to launching of weapons (i.e. missiles, drones), and/or ramming into the vessel. No damage may include but not limited to missile ditching, and/or coalition warships shooting down missiles and/or drones.
Hijack	<p>This refers to any illegal act of violence whereby the perpetrators have boarded and taken control/detained a vessel, and/or its crew against their will.</p>
UAV Sighting	<p>This refers to any act of UAV(s) approaching in close proximity to the vessel that is enough to warrant suspicion.</p>
Suspicious Approach	<p>This refers to any act of vessel(s) approaching in close proximity to another vessel that is enough to warrant suspicion.</p>
Comms Challenge	<p>This refers to any inappropriate use of VHF channels from one vessel/radio station to another vessel that is not aligned to International Maritime Organisation (IMO) A 23/Res.954.</p> <ul style="list-style-type: none"> Inappropriate use of VHF channels may include but not limited to illegal diversion of vessels, and/or instructing vessel(s) to manoeuvre that may endanger the safety of the vessel(s).
Others	<p>This refers to any incidents that do not fit into any of the above categories.</p>