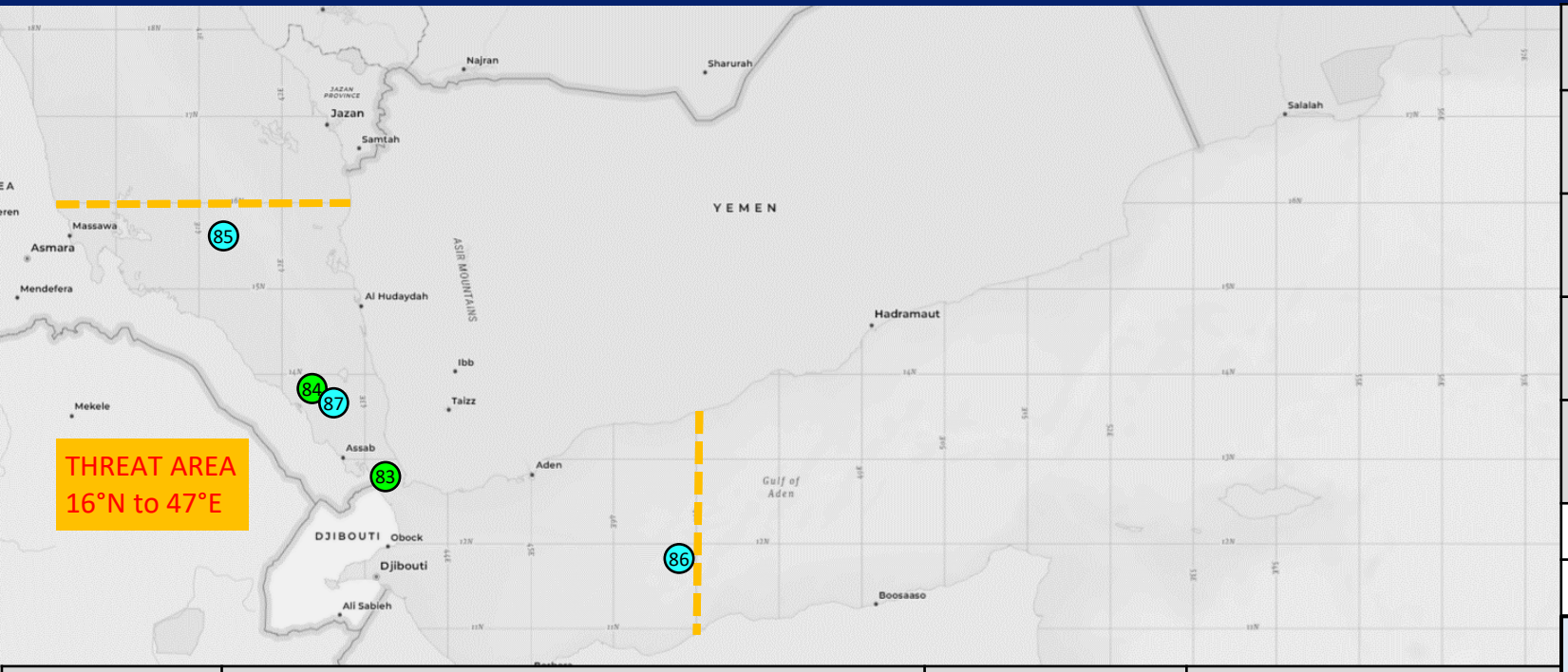
Joint Maritime Information Center

JMIC Weekly Dashboard
14 Jul 24 to 20 Jul 24

Weekly Executive Summary



Incident No.	Vessel Name	InfoNote No.
83	ROSTRUM STOIC	15Jul_03
84	BENTLEY I	15Jul_04
85	CHIOS LION	15Jul_05
86	LOBIVIA	19Jul_06
87	PUMBA	20Jul_07

Note:
As per the request of the owners, some vessel names and details on attacks may not be disclosed

Weekly Assessment: The trend continues towards vessels with no direct association to Israel. These attacks have been on vessels owned by companies and/or groups with a fleet that is group owned, operated or chartered and may have called at an Israeli port in the past. The attack on ROSTRUM STOIC differs from this, with no tangible connection to US/UK/ISR.

Since 19 Nov 2023

Total number of Incidents	**81** (5 new this week)
Total number of Suspicious Activities Reported	**6*** (0 new this week)
Total number of Mariners Killed	**4** (0 new this week)
Total number of Mariners Severely Injured	**2** (0 new this week)

** Possibly more suspicious activities than JMIC has reported*

Note: Incidents exclude coalition engagements

Legend

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack/Targeted
- Hijack
- Unmanned Vehicle Sighting
- Comms Challenge
- Others

Incident: Attempted Attack/Targeted

11 Jul – Attempted Attack| No Injury | Underway | 15NM SW of Al Mukha, Yemen

There were two reported attacks on a Liberia-Flagged Bulk Carrier, ROSTRUM STOIC (IMO: 9955911), while transiting the Southern Red Sea, approximately 15NM SW of Al Mukah, Yemen on 11 JUL 24 at 2006 (UTC) and 2102 (UTC).
Reference UKMTO Incident Warning 101.

The JMIC has confirmed that ROSTRUM STOIC was targeted by a total of 5 missiles, all impacting water, with the closest landing about 200 meters from the vessel. The vessel was underway with AIS off when targeted. ROSTRUM STOIC was not hit and received no damage. All crew onboard are safe and the vessel was last reported continuing to next port of call.

Following the attack, the Houthis released a statement claiming to have targeted a number of vessels, the ROSTRUM STOIC was not mentioned in this statement.

JMIC has investigated and assesses the ROSTRUM STOIC, carrying cargo from Russian port Ust-Luga, was mistakenly targeted. [*Based on 21st March 2024 statement by Houthi spokesperson Mohammed Abdulsalam assuring Chinese and Russian vessels would not be targeted.*]

ROSTRUM STOIC

Incident: Attempted Attack/Targeted

15 Jul – Attempted Attack| No Injury | Underway | 70NM SW of Al Hudaydah, Yemen

There were several reported attacks on a Panama-Flagged Tanker Vessel, BENTLEY I (IMO: 9253129), while transiting the Southern Red Sea, the initial attack occurred approximately 70NM SW of Al-Hudaydah, Yemen on 15 JUL 24 at 0537. Subsequent attacks occurred at 1343 and 1515 while transiting further south (all timings in UTC). Reference UKMTO Incident Warning 099.

The JMIC has confirmed that BENTLEY I was attacked in the following sequence;

a. (0537 UTC) Approached by three skiffs, two of which were manned and one seemingly unmanned. There was an exchange of small-arms fire and the unmanned skiff attempted twice to ram amidships, with no detonation or damage.
b. (0607 UTC) One missile, missing the vessel and impacting water 30 meters short of the port side
c. (1343 UTC) Two missiles, missing the vessel, both impacting water approximately 10-15 meters off her starboard side.
d. Two skiffs opening small-arms fire on her. This attack was fended off by on board security team.
e. (1515 UTC) One missile, missing the vessel and impacting water approximately 80-100 meters off port side.

Coalition warships in the area responded and assisted in her onward journey.
The vessel was underway with AIS off. BENTLEY I was not hit, reporting no damage, all crew onboard safe and proceeding to next port of call.

JMIC assesses that BENTLEY I was targeted due to Israeli registered ownership.

BENTLEY I

Incident: Attempted (Minor Incident)

15 Jul – USV Attack| No Injury | Turned Around | 97NM NW of Al Hudaydah, Yemen

There was a reported USV attack on a Liberia-Flagged Tanker Vessel, CHIOS LION (IMO: 9398280), while transiting the Southern Red Sea, approximately 97NM NW of Al-Hudaydah, Yemen on 15 JUL 24 at 1209 (UTC).
Reference UKMTO Incident Warning 100.

The JMIC has confirmed that CHIOS LION was attacked by a USV, impacting on port side, resulting in minor damage. The vessel was underway with AIS off when targeted 97NM NW from the coast of Yemen. While originally headed south, following the attack the vessel turned around and back north out of the threat area to further assess damage and investigate potential oil spillage. The Master of the CHIOS LION reported all crew on board safe.

JMIC has investigated and assesses this vessel was targeted due to other vessels within its company structure making port calls in Israel [*in alignment with Houthi's statement on 4 May 2024 to target all vessels from a company and/or group that had any vessel calling into Israel.]*

CHIOS LION

Incident: Attempted (Minor Incident)

19 Jul – Missile Attacks | No Injury | At Port | 83NM SE of Aden, Yemen

There were reports of two missile attacks on a Singapore-Flagged Container Vessel, LOBIVIA (IMO: 9228564), while transiting the Gulf of Aden, 83NM SE of Aden, Yemen on 19 JUL 24 at 0150 (UTC). Reference UKMTO Incident Warning 102.

The JMIC has confirmed that LOBIVIA was attacked by two missiles, first striking port amidships and second hitting port aft by accommodation section. The vessel was underway with AIS on when attacked, the Master reported all crew on board safe.

JMIC has investigated and assesses this vessel was targeted due to other vessels within its company structure making port calls in Israel [*in alignment with Houthi's statement on 4 May 2024 to target all vessels from a company and/or group that had any vessel calling into Israel.]*

LOBIVIA

Incident: Attempted (Minor Incident)

20 Jul – Multiple Attacks | No Injury | Underway | 64NM NW of Al Mukha, Yemen

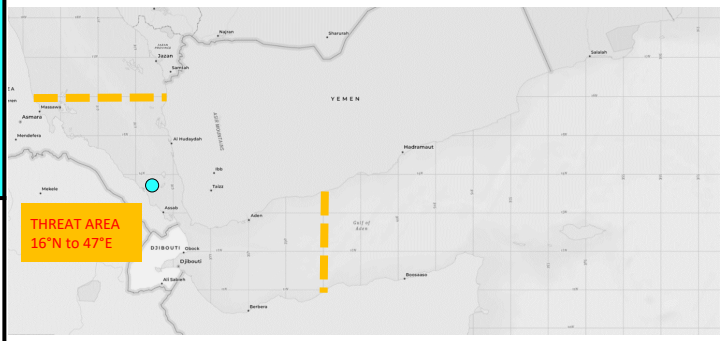
There were several reported attacks on a Liberia-Flagged Container Vessel, PUMBA (IMO: 9302566), while transiting the Southern Red Sea. The initial attack occurred approximately 64NM NW of Al Mukha, Yemen on 20 JUL 24 at 0350 (UTC). Subsequent attacks occurred between 0436 and 0805 while transiting further south (all timings in UTC). Reference UKMTO Incident Warning 103.

The JMIC has confirmed that PUMBA was attacked in the following sequence:

a. (0350 UTC) Attacked by one UAV, exploding 5-10 meters off starboard side, causing minor damage to containers on deck and starting a small fire which the crew was able to control.
b. Coalition warship in area responded and assisted.
c. (0436 UTC) Approached by three skiffs, two of which were manned and one seemingly unmanned (USV / WBIED). Embarked security team opened fire on unmanned skiff which subsequently exploded approximately 30 meters off port side quarter, causing no damage to merchant vessel.
d. In addition to the three skiffs one, missile exploded 5 meters off starboard side, causing no damage. There were also two UAVs sighted close to the vessel.
e. (0508 UTC) A second missile was launched but exploded before reaching PUMBA. Crew could hear explosion but were unable to determine exactly how far away due to poor visibility. Estimated 30-50 meters from vessel.
f. (0630 UTC) The Master reported that they were no longer seeing the two UAVs observed earlier.
g. (0805 UTC) The Company Security Officer reported that one missile impacted water approximately 100 meters from starboard side of vessel. At this time it was discovered that there was a hole in the stern of the vessel, resulting from one of the multiple attacks but uncertain which one. The hole is reported to be 6 meters above waterline and causing no issues with stability, nor any pollution concerns.

The vessel was underway with AIS on when attacked, this was turned off after attacks begun. The Master reported all crew on board safe, minor damage to vessel, and continuing to next port of call.

JMIC has investigated and has not been able to find any current links to US/UK/Israel.



PUMBA

Complete List of Merchant Vessels Incidents

	I/N	Date	Name	IT	VT	AA
NOVEMBER	1	19.11.23	GALAXY LEADER			
	2	25.11.23	CENTRAL PARK			
	3	26.11.23	CENTRAL PARK			
DECEMBER	4	03.12.23	NUMBER 9			
	5	03.12.23	UNITY EXPLORER			
	6	03.12.23	AOM SOPHIE II			
	7	09.12.23	PANTA REI 1			
	8	10.12.23	CENTAURIUS LEADER			
	9	11.12.23	STRINDA			
	10	13.12.23	ARDMORE ENCOUNTER			
	11	14.12.23	MAERSK GILBRATAR			
	12	15.12.23	AL JASRAH			
	13	15.12.23	MSC ALANYA			
	14	15.12.23	MSC PALATIUM 3			
	15	18.12.23	SWAN ATLANTIC			
	16	18.12.23	MSC CLARA			
	17	23.12.23	SAI BABA			
	18	23.12.23	BLAAMANEN			
	19	24.12.23	MSC SILVANA			
	20	26.12.23	MSC UNITED III			
	21	28.12.23	MSC BEIRA IV			
	22	30.12.23	MAERSK HANGZHOU			
JANUARY	23	02.01.24	CMA CGM TAGE			
	24	09.01.24	GREEN BAY			
	25	12.01.24	KHALISSA			
	26	15.01.24	GIBRALTAR EAGLE			
	27	16.01.24	ZOGRAFIA			
	28	17.01.24	GENCO PICARDY			
	29	18.01.24	CHEM RANGER			
	30	24.01.24	MAERSK DETROIT			
	31	24.01.24	MAERSK CHESAPEAKE			
	32	26.01.24	MARLIN LUANDA			
	33	29.01.24	PANTA REI 1			

	I/N	Date	Name	IT	VT	AA
FEBRUARY	34	01.02.24	KOI			
	35	06.02.24	STAR NASIA			
	36	06.02.24	MORNING TIDE			
	37	12.02.24	STAR IRIS			
	38	15.02.24	LYCAVITOS			
	39	16.02.24	POLLUX			
	40	18.02.24	RUBYMAR			
	41	19.02.24	SEA CHAMPION			
	42	19.02.24	NAVIS FORTUNA			
	43	21.02.24	LAVENDER			
	44	22.02.24	ISLANDER			
	45	24.02.24	TORM THOR			
	46	27.02.24	-			
MARCH	47	04.03.24	MSC SKY II			
	48	06.03.24	TRUE CONFIDENCE			
	49	08.03.24	PROPEL FORTUNE			
	50	11.03.24	PINOCCHIO			
	51	14.03.24	PACIFIC 01			
	52	15.03.24	MADO			
	53	23.03.24	HUANG PU			
APRIL	54	01.04.24	CRYSTAL SYMPHONY			
	55	06.04.24	HOPE ISLAND			
	56	24.04.24	MAERSK YORKTOWN			
	57	25.04.24	MSC DARWIN VI			
	58	26.04.24	ANDROMEDA STAR			
	59	29.04.24	CYCLADES			
MAY	60	06.05.24	MSC DIEGO / MSC GINA			
	61	17.05.24	WIND			
	62	23.05.24	YANNIS			
	63	28.05.24	LAAX			

	I/N	Date	Name	IT	VT	AA
JUNE	64	01.06.24	ABLIANI			
	65	06.06.24	AAL GENOA			
	66	08.06.24	NORDERNEY			
	67	08.06.24	MSC TAVVISHI			
	68	09.06.24	NORDERNEY			
	69	12.06.24	TUTOR			
	70	13.06.24	VERBENA			
	71	13.06.24	SEAGUARDIAN			
	72	16.06.24	CAPTAIN PARIS			
	73	21.06.24	TRANSWORLD NAVIGATOR			
	74	23.06.24	TRANSWORLD NAVIGATOR			
	75	24.06.24	MSC SARAH V			
	76	25.06.24	LILA LISBON			
	77	27.06.24	SEAJOY			
	78	28.06.24	DELONIX			
	79	29.06.24	ROTTERDAM TRADER			
	80	30.06.24	SUMMER LADY			
JULY	81	09.07.24	MAERSK SENTOSA			
	82	10.07.24	MOUNT FUJI			
	83	11.07.24	ROSTRUM STOIC			
	84	15.07.24	BENTLEY I			
	85	15.07.24	CHIOS LION			
	86	19.07.24	LOBIVIA			
	87	20.07.24	PUMBA			

Note:

As per the request of the owners, some vessel names and details on attacks may not be disclosed

Legend

Incident Type (IT):

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack/Targeted
- Hijack
- Unmanned Vehicle Sighting
- Comms Challenge
- Others

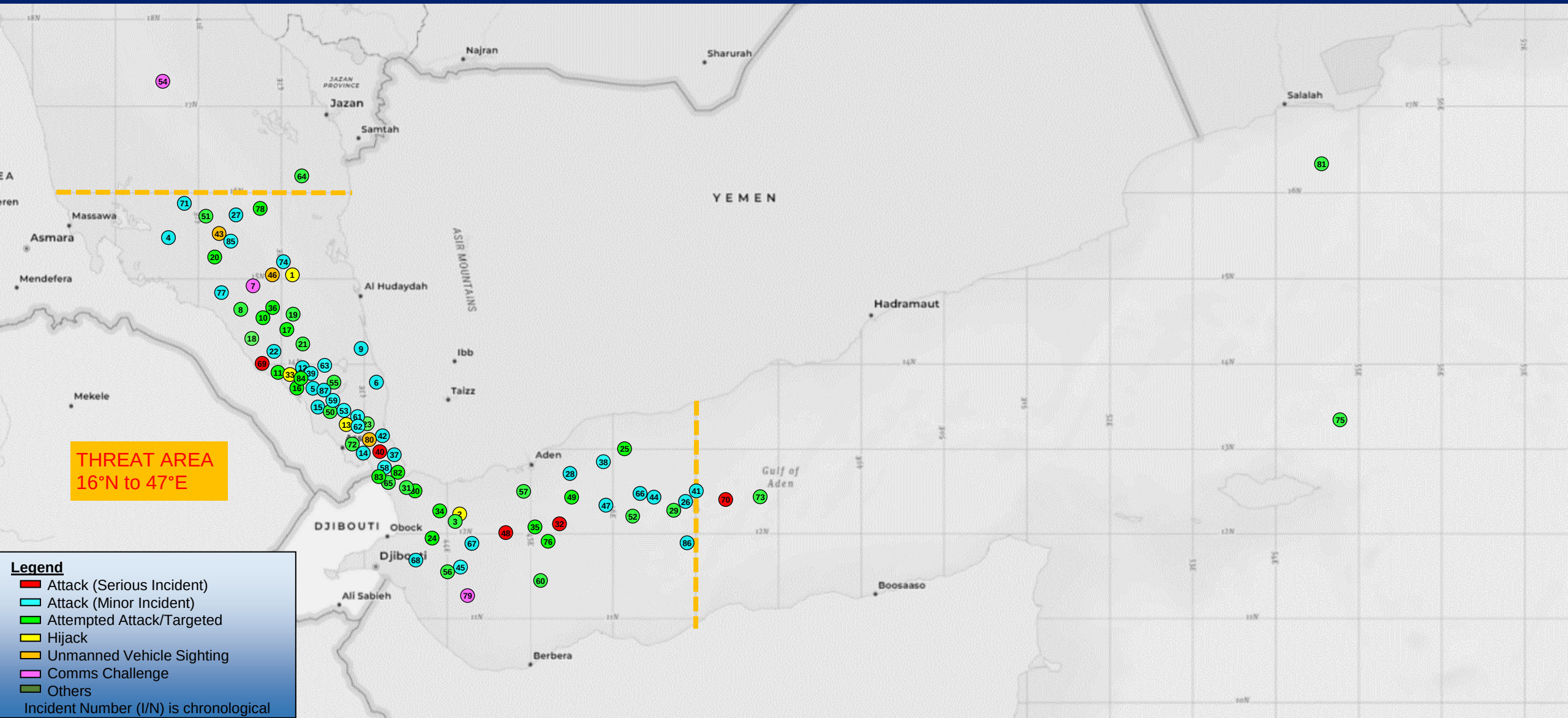
Vessel Type (VT):

- Bulk Carrier
- Tanker
- Passenger
- Container Vessel
- RORO

Assessed Association (AA):

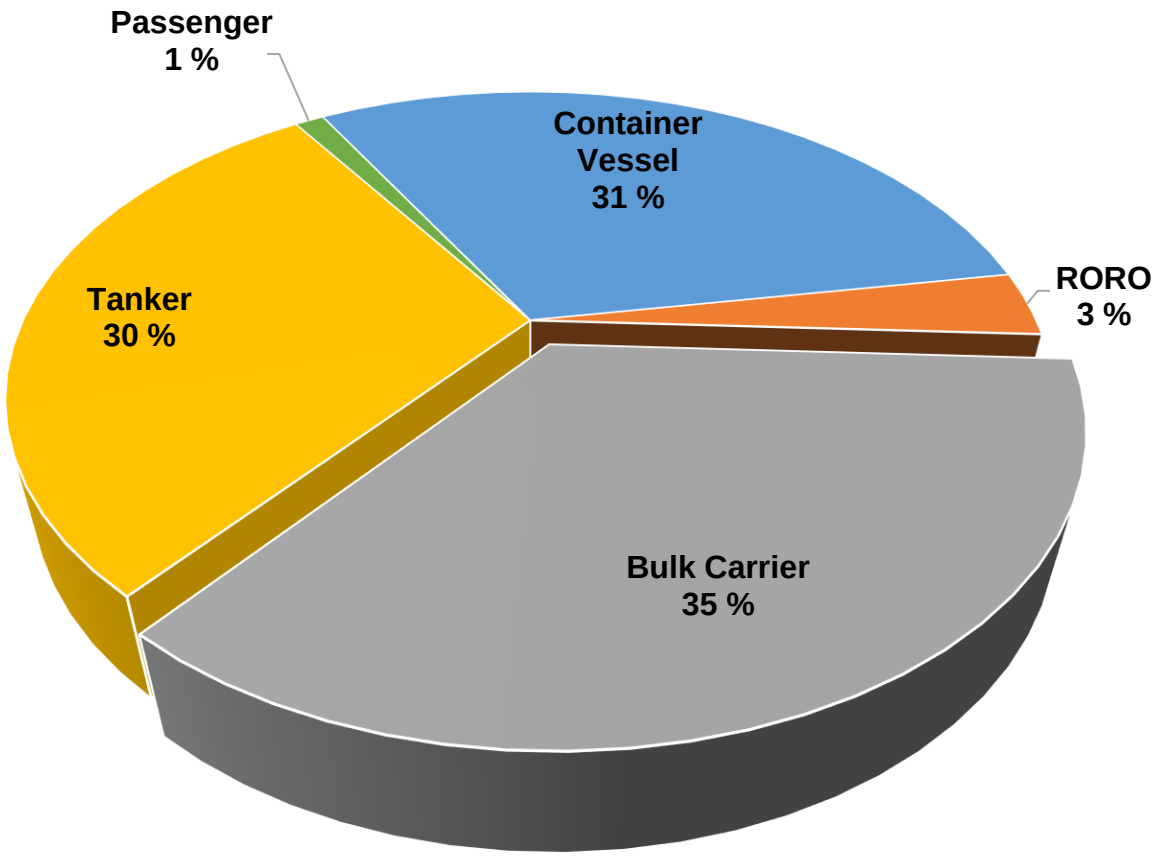
- Israel
- UK
- US
- No Direct Association
- Outdated Association

Overview of Incidents and Suspicious Activities

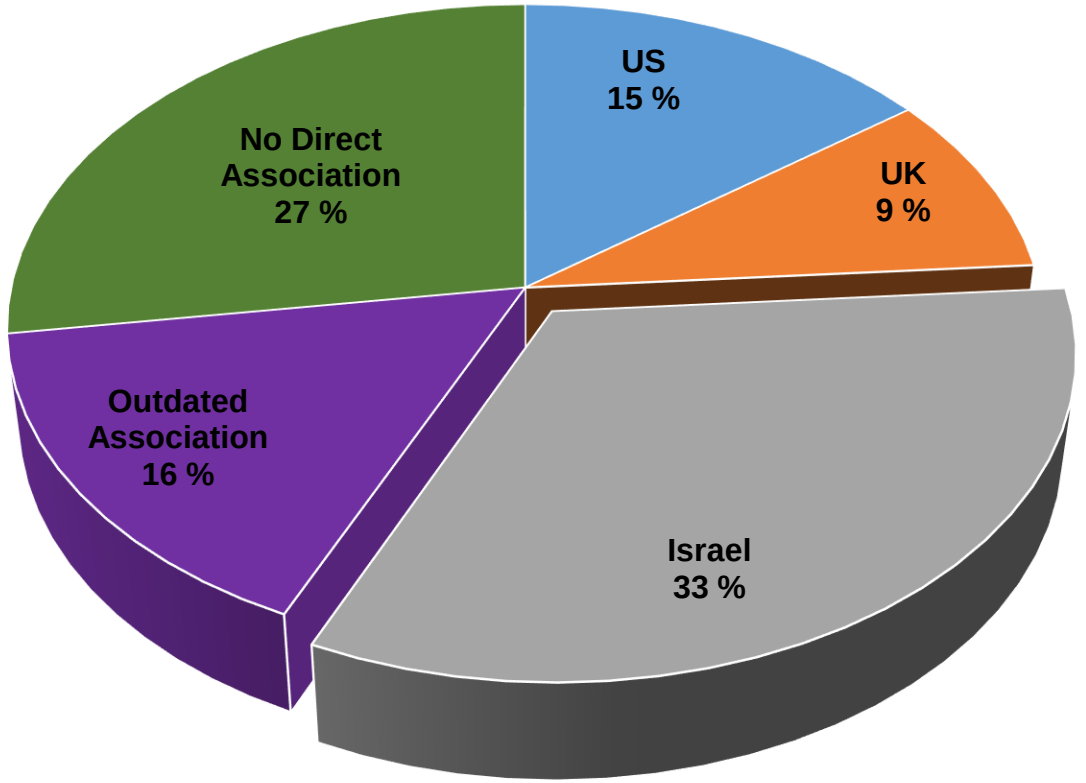


Incidents Involving Merchant Vessels since 19 Nov 23

Incidents by Vessel Types



Incidents by Assessed Associations



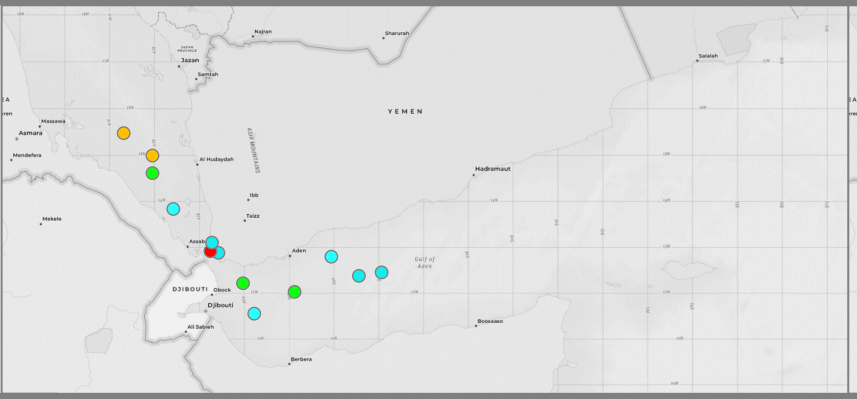
Observations and Assessments

The trend of targeting vessels with no direct association to Israel continues. These attacks have been on vessels owned by companies and/or groups with a fleet that is group owned, operated or chartered and may have called at an Israeli port in the past.

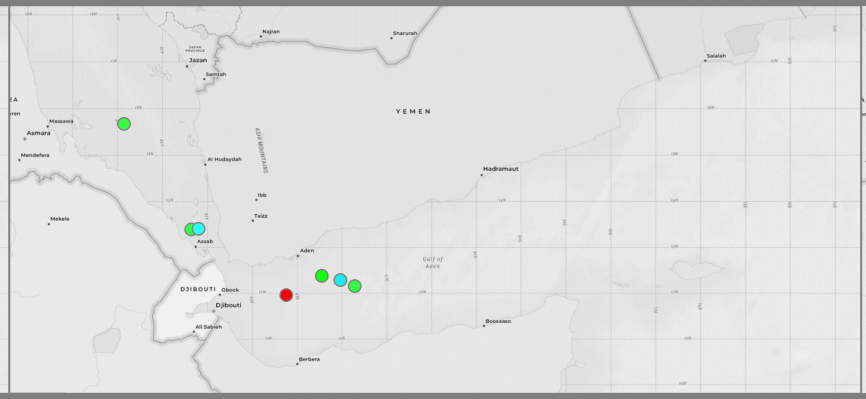
Month by Month Comparison of Incidents

(Last 6 months)

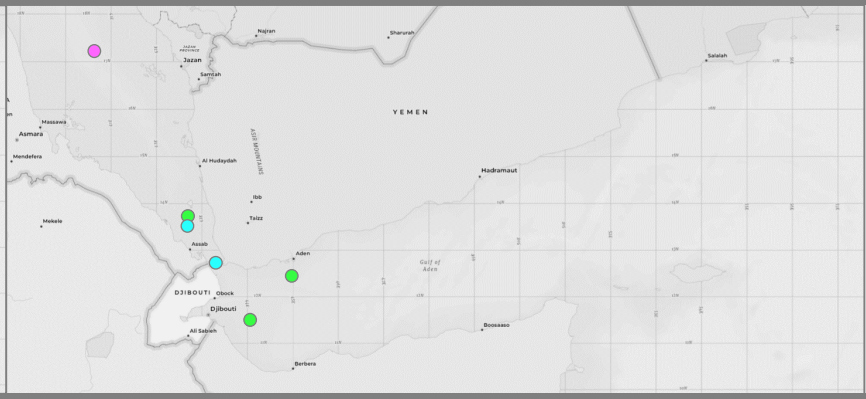
FEBRUARY 2024 (13 Attacks)



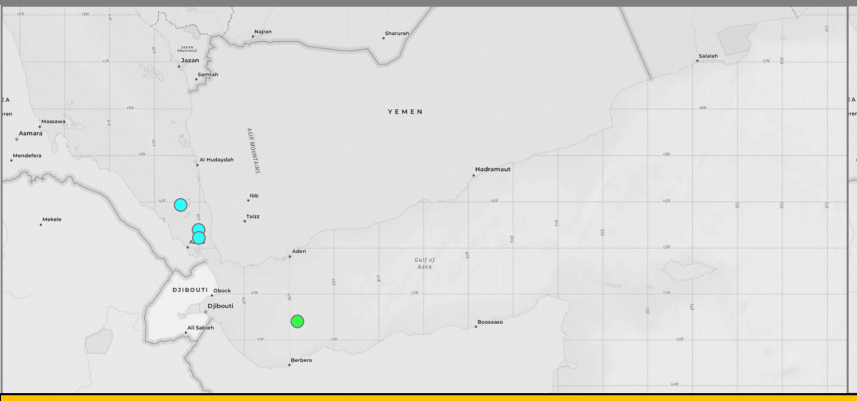
MARCH 2024 (7 Attacks)



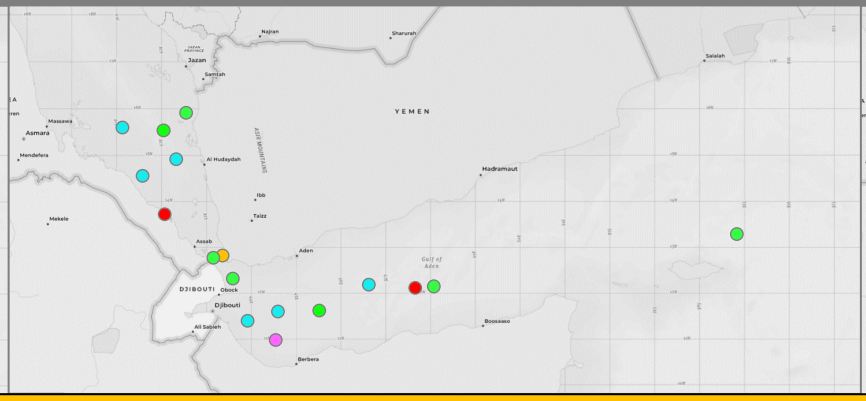
APRIL 2024 (6 Attacks)



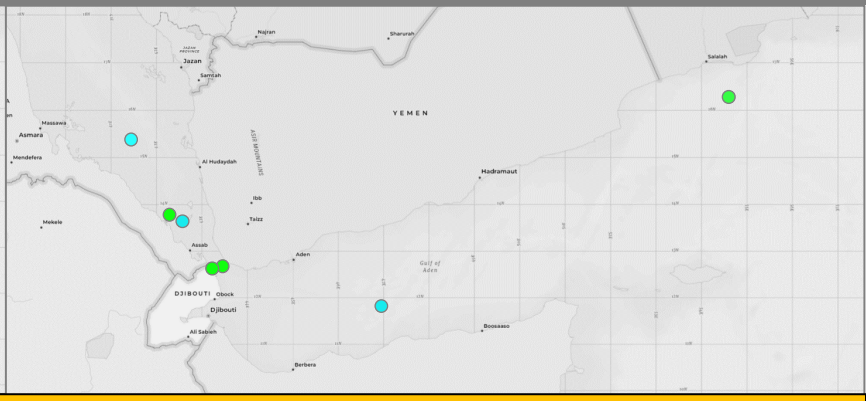
MAY 2024 (4 Attacks)



JUNE 2024 (17 Attacks)



JULY 2024 (7 Attacks as of 20 Jul 2024)



Observations and Assessments

Over the last six months attacks have been consistently occurring both in Southern Red Sea and Gulf of Aden. Most recent development in last two months sees attacks occurring east of the Gulf of Aden.

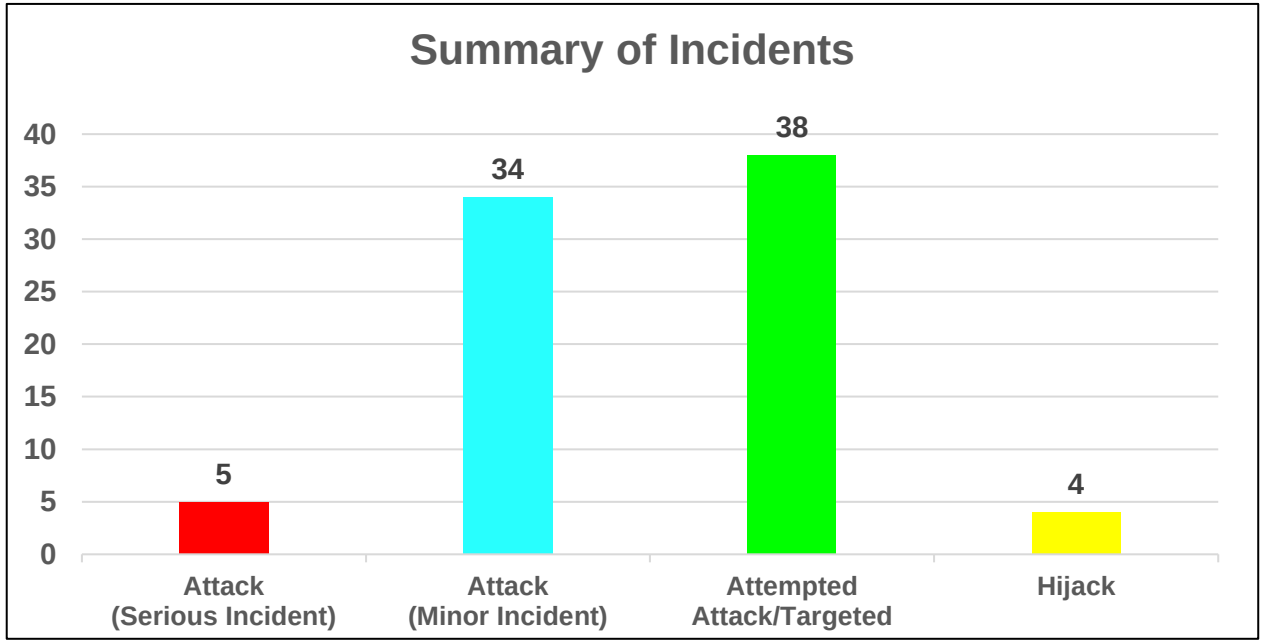
Houthi Capability Update – Capability Ranges

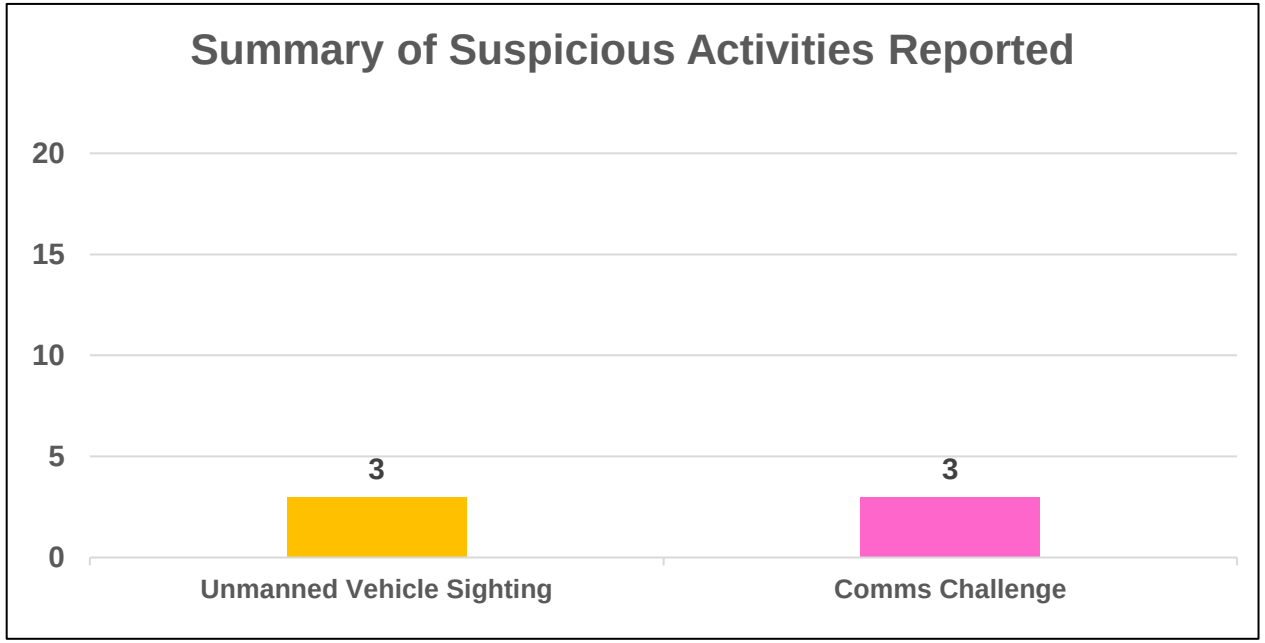
Using Hudaydah as an estimation of launch point, this map shows the range extent of missiles and rockets. These are the maximum estimated ranges of the weapon systems, based on ideal conditions. Although exact targeting methods are unknown, it is almost certain that the accuracy of the missiles will reduce the further away they are fired.

Established threat area
From Hudaydah
Range 100km
Range 200km
Range 300km
Range 500km
Range 800km
Range 1700km

Trending by Categories (since 19 Nov 23)

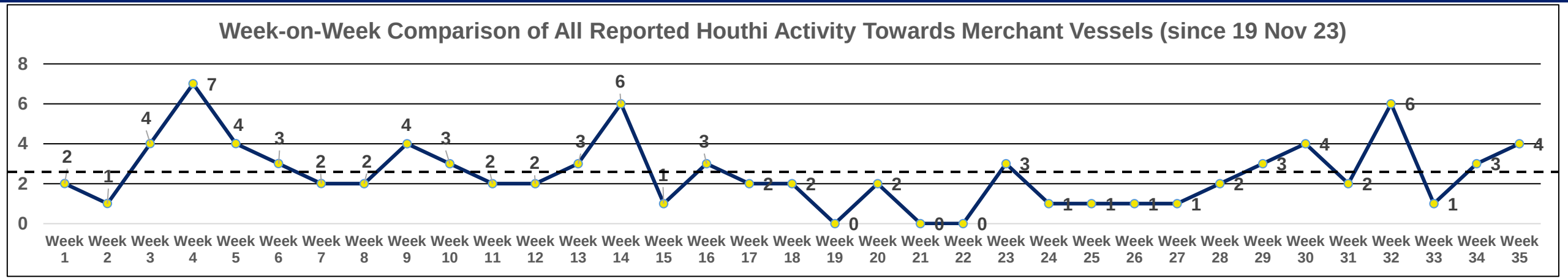
Summary of Incidents and Suspicious Activities Reported (as of 20 Jul 24)	
Total number of Incidents	**81** (5 new this week)
Total number of Suspicious Activities Reported	**6** (0 new this week)
Note: Incidents exclude potential attacks to unknown targets that were shot down by coalition forces.	

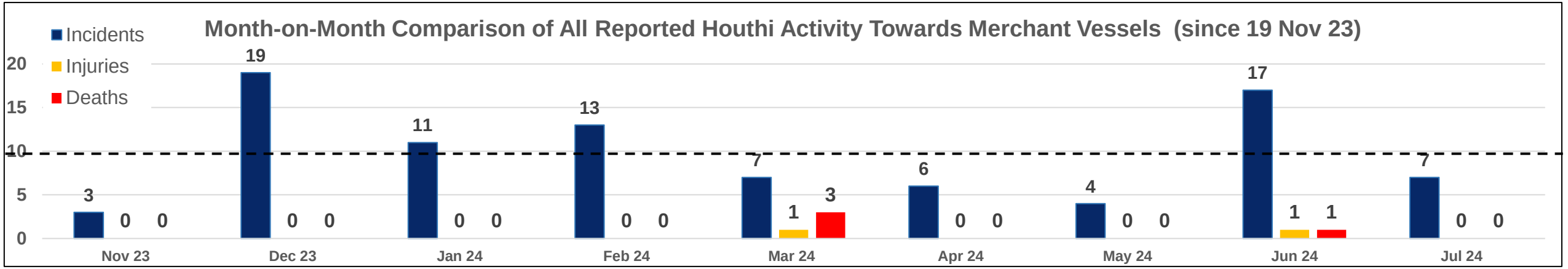




Refer to last slide for the explanatory notes for the respective categories

Trending of Incidents Involving Merchant Vessels





Observations and Assessments

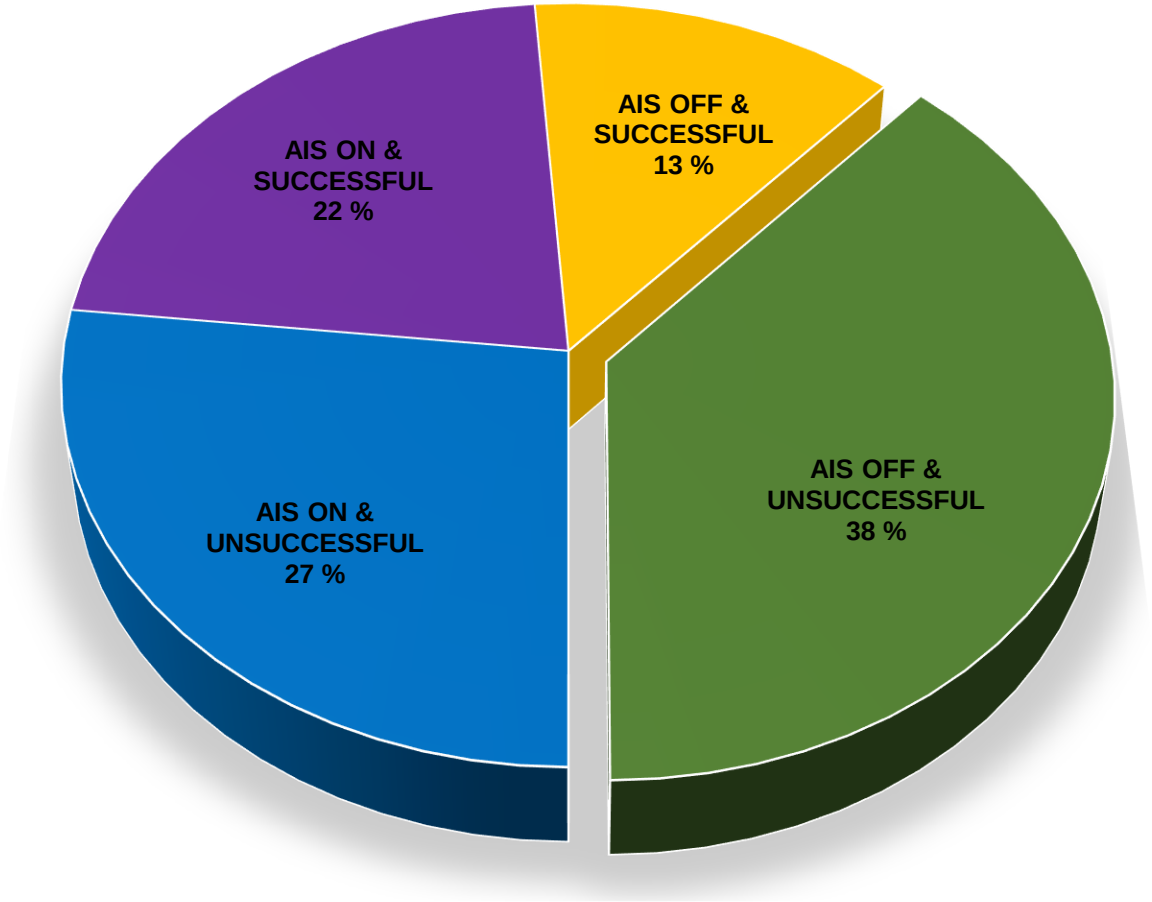
Based on trending, the number of Houthi attacks on merchant vessels last week was above average. Refer to the JMIC Guidance to Industry slide.

Note: Week 34 updated to include MV Rostrum Stoic (attacked on 11 Jul 24)

Week-on-Week and Month-on-Month average displayed as black dotted line. This will be updated to reflect values for current reporting period.

AIS Statistics

Houthi Attacks on Merchant Vessels



Totals

Incidents:	86*
AIS ON:	42 (49%)
AIS OFF:	44 (51%)
Successful attacks:	30
Unsuccessful attacks:	56

Successful meaning attack with hit resulting in any damage to vessel

*One incident with unknown details not included

Serious Incidents**

Total number: 5

AIS ON:	4
AIS OFF:	1

**Incidents resulting in:

- Abandoned Ship
- Vessel Sunk
- Death
- Major Fire

Observations and Assessments

AIS on or off does not appear to have an impact on whether or not vessel will be attacked. However, if attacked, based on the available data vessels with AIS off are less likely to be hit.

JMIC Guidance to Industry

Vessels intending to transit the threat area are recommended to exercise caution by applying the following:

a. Conduct a threat and 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 in the vicinity of, or before transiting or entering 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 by any unrecognized organisation:
    i. Report back to your company security officer and validate the source before responding
f. If contacted on VHF by “Yemeni Navy”:
    i. Ignore the VHF call and continue passage if safe to do so
    ii. Describe incident in follow up reports to UKMTO
g. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
    i. UAV sightings
    ii. Communications challenges
h. 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)

Maritime Industry is recommended to:

a. Conduct threat & risk assessment of all associated vessels and especially those that may have previous US, UK or Israel ownership or associations *[to include recent port calls by vessels within the company and/or group structure]*
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
e. The JMIC is aware of increased email communication between unrecognized reporting entities and owners/operators
    i. If contacted by any organization not officially recognized, report back to your company security officer and validate the source before responding
    ii. Any response should be carefully considered
    iii. Statements by Houthi forces to encourage merchant shipping to engage with the Houthi’s Humanitarian Operations Coordination Centre (HOCC), or Yemeni Navy, should be disregarded and industry best practice and guidance should be followed in close communication with your company’s CSO
f. Open-source claims that vessels are targeted may not be factual
    i. JMIC recommends verifying source for legitimacy

Additional resources

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

About Us

Joint Maritime Information Center (JMIC) is an entity operating in close cooperation with the Combined Maritime Forces (CMF). The JMIC seeks, where possible, participation from multiple military stakeholders including Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Centers (IFC) specialists to fuse open-source unclassified information into a truthful messaging service for the maritime industry.

The JMIC has been established to support the Shipping Industry with challenges faced when operating in the Red Sea and Gulf of Aden under threat conditions from a non-state actor. The JMIC is aligned to the principle that all vessels are entitled to Freedom of Navigation and seafarers supporting the legitimate movement of global trade are unhindered. The information shared by the JMIC endeavors to offer advice, and where prudent, military guidance only to help inform any Threat and Risk Assessment process. This framework is not a legally binding commitment. The JMIC is to:

1. Provide accurate incident information to enable risk assessment by shipping industry to support operational planning and decision making.
2. Provide clear and concise updates and guidance to the shipping industry – where possible, to aim to be the “authoritative source of information.”

JMIC information concentrates on non-state actor attacks on merchant vessels in the Red Sea, Bab Al Mandeb (BAM) and Gulf of Aden (GOA), however, this may extend outside the defined area based on threat expansion.

Definitions – Incident types

General Categories	Explanatory Notes
Attack (Serious Incident)	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into vessel that results in serious damage to the vessel. The attack is deemed serious if any resulting damage impacts the vessel's ability to continue functioning, which requires immediate assistance. It includes a vessel deemed a total loss, and significant threat to lives.
Attack (Minor Incident)	The result of a deliberate launching of weapons (i.e missiles, drones), and/or ramming into vessel that results in either a miss or minor damage to the vessel. The attack is deemed minor if any resulting damage does not impact the vessel's ability to continue functioning and/or does not require immediate assistance
Attempted Attack/Targeted	This refers to the act of targeting a vessel with the use of force that results in a miss and no damage to the vessel. • 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	Is where attackers have illegally boarded and taken control of a ship against the crew's will
Unmanned Vehicle Sighting	This refers to any act of Unmanned Vehicle(s) approaching in close proximity to the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface.
Comms Challenge	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. • 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	This refers to any incidents that do not fit into any of the above categories.