JMIC Weekly Dashboard 17 to 23 March 24

About Us

Joint Maritime Information Center (JMIC) is an entity operating under the Combined Maritime Forces (CMF). The JMIC currently has participation from multiple military stakeholders, Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Center (IFC) to fuse open-source unclassified information into an open, truthful messaging service.

The JMIC has been established to support the Shipping Industry with challenges faced when operating in the Red Sea region. The JMIC is aligned to the principals all vessels should be entitled to Freedom of Navigation and seafarers supporting the movement of global trade are unhindered. The information shared by the JMIC is intended to offer information, advice and guidance only and, help inform any Threat and Risk Assessment process.

Objectives:

1. To provide ground truth (threat assessment) to enable risk assessment by shipping industry to support operational planning and decision making.

2. To provide clear and concise updates and guidance to the shipping industry – *"single source of truth"*.

Areas of Coverage:

Houthis attacks on merchant vessel in the Red Sea, Bab Al Mandeb (BAM) and Gulf of Aden (GOA)

Executive Summary
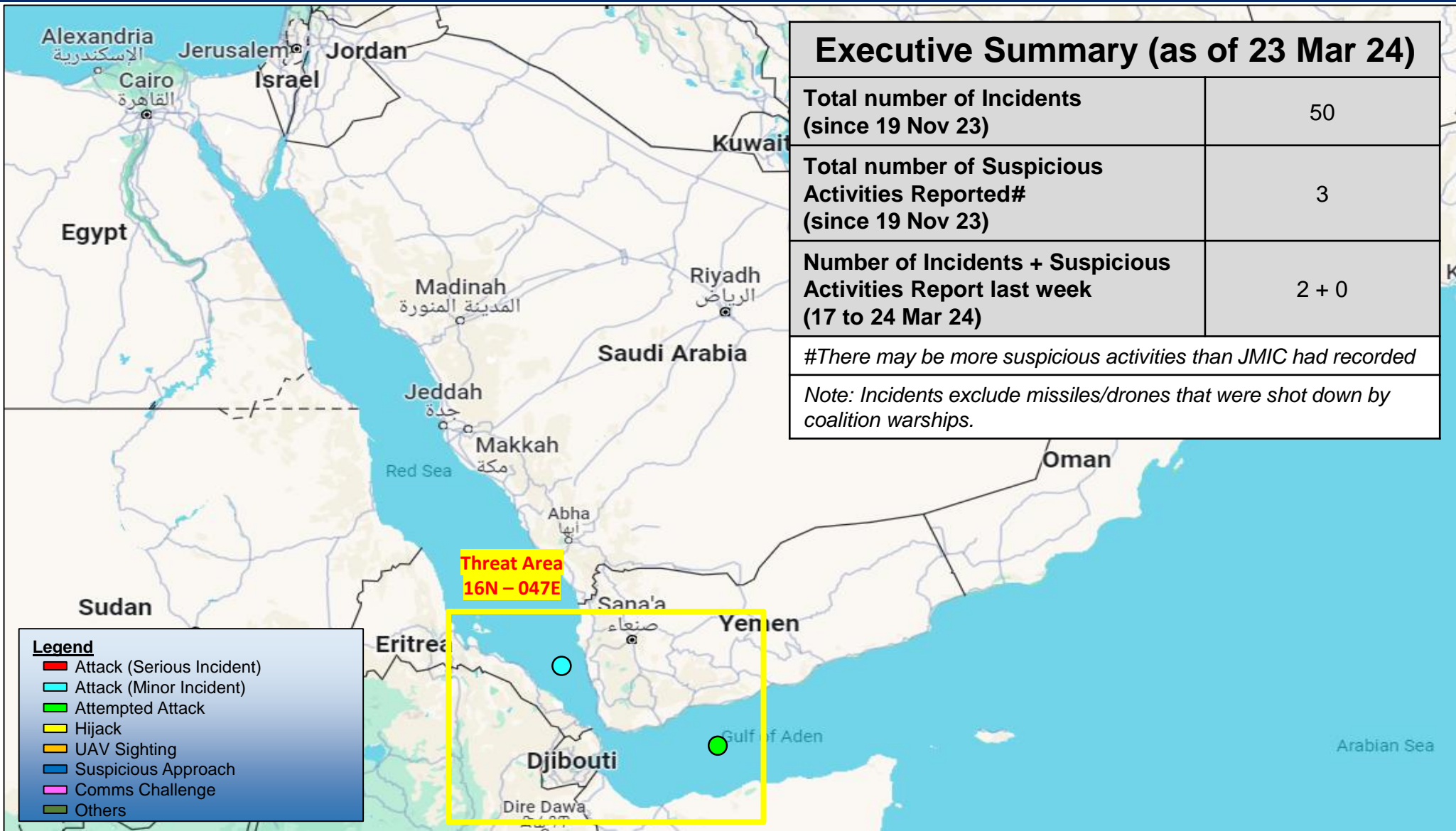
Executive Summary (as of 23 Mar 24)

Total number of Incidents (since 19 Nov 23)	50
Total number of Suspicious Activities Reported# (since 19 Nov 23)	3
Number of Incidents + Suspicious Activities Report last week (17 to 24 Mar 24)	2 + 0

#There may be more suspicious activities than JMIC had recorded

Note: Incidents exclude missiles/drones that were shot down by coalition warships.

Threat Area 16N – 047E

Legend
- 🟥 Attack (Serious Incident)
- 🟦 Attack (Minor Incident)
- 🟩 Attempted Attack
- 🟨 Hijack
- 🟧 UAV Sighting
- 🟦 Suspicious Approach
- 🟪 Comms Challenge
- 🟫 Others

23 Mar – Attack/ Missile/ Panama-Flagged Tanker/ No Injury/ Underway/ 23nm West of Mukha, Yemen

There was a missile attack on a Panama-flagged Tanker, HUANG PU (IMO: 9402469), while the vessel was transiting southbound in the Red Sea at approximately 23nm W of Mukha, Yemen on 23 Mar 24 at 17:37 (UTC).

JMIC has confirmed HUANG PU was attacked by a missile. The vessel was transiting with AIS turned on and declared a MAYDAY. At 1737 UTC, reports were received of a missile attack. The vessel confirmed the attack had struck the port side, leaving a 1.5m hole and starting a deck fire. The crew was able to extinguish the fire and no injuries were reported, requiring no assistance. The vessel is proceeding to next port of call.

HUANG PU (IMO:9402469)

Incident: Attempted Attack

17 Mar – Attempted Attack/ Missile/ Panama-Flagged Tanker/ No Injury/ Underway/ 85nm SE off Aden, Yemen

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).

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.

MADO (IMO: 9694622)

Incident: Attack (Serious Incident)

6 Mar – Attack/ Missile/ Liberia-Flagged Container Vessel/ Serious Injury/ Underway/ 54nm SW off Aden, Yemen

There was a communications challenge and a missile attack on a Barbados-flagged Bulk Carrier, TRUE CONFIDENCE (IMO: 9460784), while the vessel was transiting in the Gulf of Aden (GOA) at approximately 54nm SW off Aden, Yemen on 6 Mar 24 at 00:01 (UTC) and 08:40 (UTC) respectively.

JMIC confirmed that TRUE CONFIDENCE was hailed by an entity claiming to be Yemeni Navy (assessed to be Houthis as part of their known Tactics, Techniques and Procedures (TTPs)). The shipping company reported that the vessel was hailed over VHF Channel 16 for a duration of approximately 30 minutes, and that the vessel was directed to "for your safety and security, alter course to another passage to another destination, otherwise you will be responsible for any actions that will be taken against you" – source of the VHF transmission recording verified.

In response, TRUE CONFIDENCE turned south-easterly and away from its intended passage, and loitered while waiting for further instructions from its shipping company. At approximately 08:40 (UTC), the vessel was struck by an anti-ship ballistic missile. Following the strike, communications with the vessel was lost. Coalition air assets in vicinity responded to the incident, and observed a large fire on the superstructure. The ship management company subsequently reported that the vessel had been hit, and that the bridge was on fire. The crew abandoned the vessel and got into a life-raft.

Approximately three hours later, the Indian Navy successfully rescued the crew from the life-raft and vessel, and had safely arrived at Djibouti. *[Note: There were multiple casualties reported. More information will be provided when available.]*

Information Update [correct 23 Mar 24, 05:00 (UTC)]
JMIC confirms that TRUE CONFIDENCE salvage operations are in progress. THIS IS THE FINAL UPDATE

Photo of TRUE CONFIDENCE

Incident: Attack (Serious Incident)

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

There was a missile attack on 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). While the crew had been successfully rescued by LOBIVIA on 19 Feb 24, the vessel (RUBYMAR) had been abandoned, and left floating and drifting in vicinity of the incident location since 19 Feb 24.

Information Update [correct 23 Mar 24]
JMIC confirmed that RUBYMAR is partially submerged at 13 21.19N 042 57.64E. The vessel has not moved in the last week and remains a hazard to navigation. Intentions for salvage operations remains unknown. THIS IS THE FINAL UPDATE. Refer to NAVWARN for further updates. Current NAVWARN 724/24
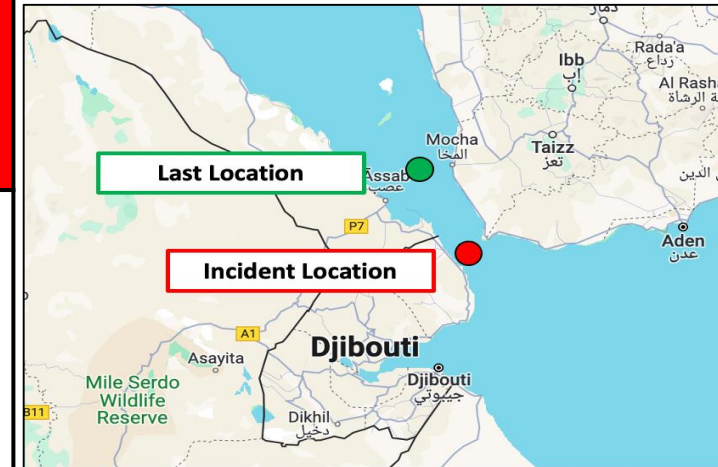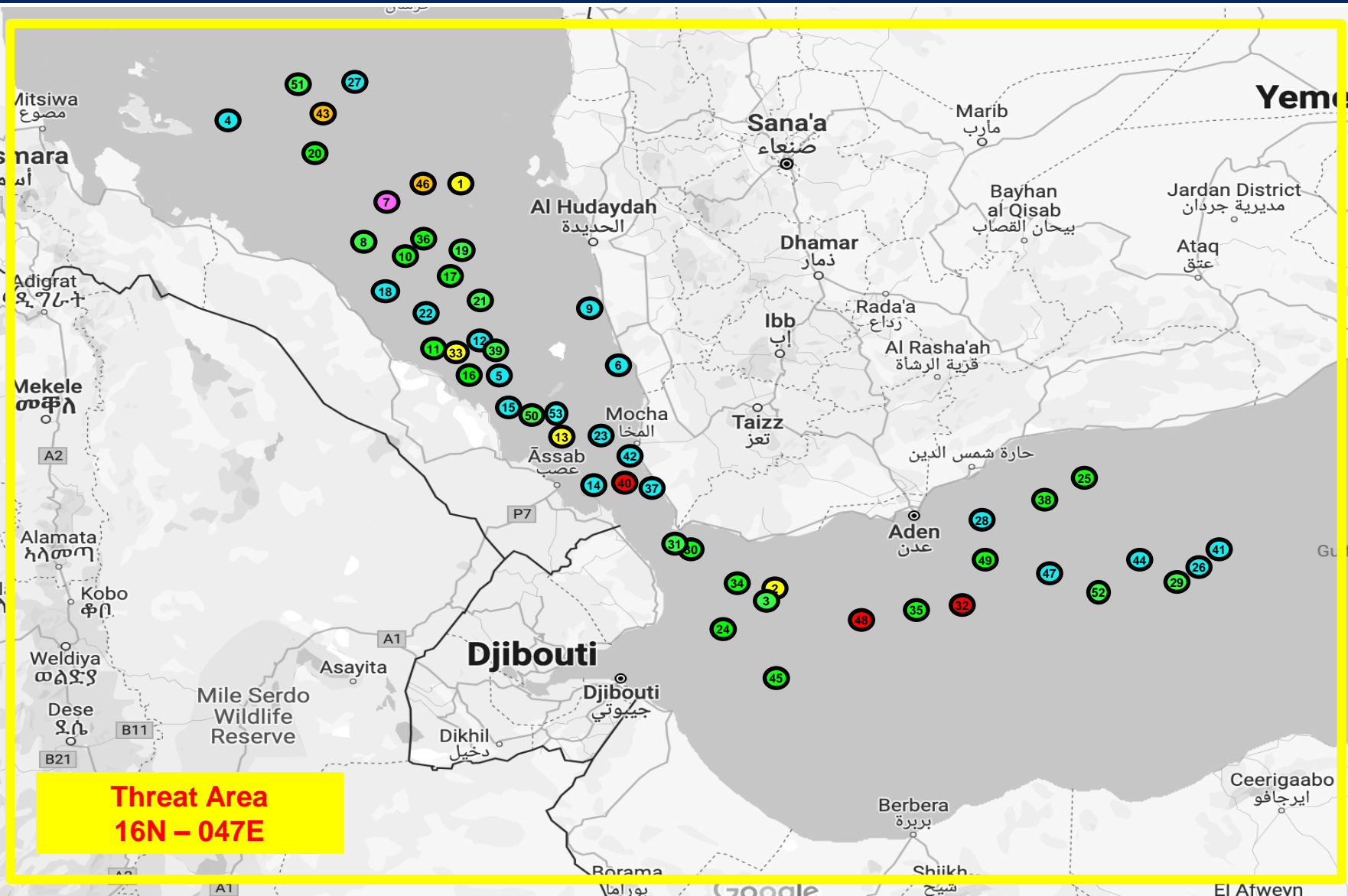

Source: Shipping Industry

Last Location

Incident Location

Photo of RUBYMAR

Overview of Incidents and Suspicious Activities

Threat Area 16N – 047E

Legend
- Attack (Serious Incident) — red
- Attack (Minor Incident) — cyan
- Attempted Attack — green
- Hijack — yellow
- Unmanned Vehicle Sighting — orange
- Comms Challenge — magenta
- Others — grey

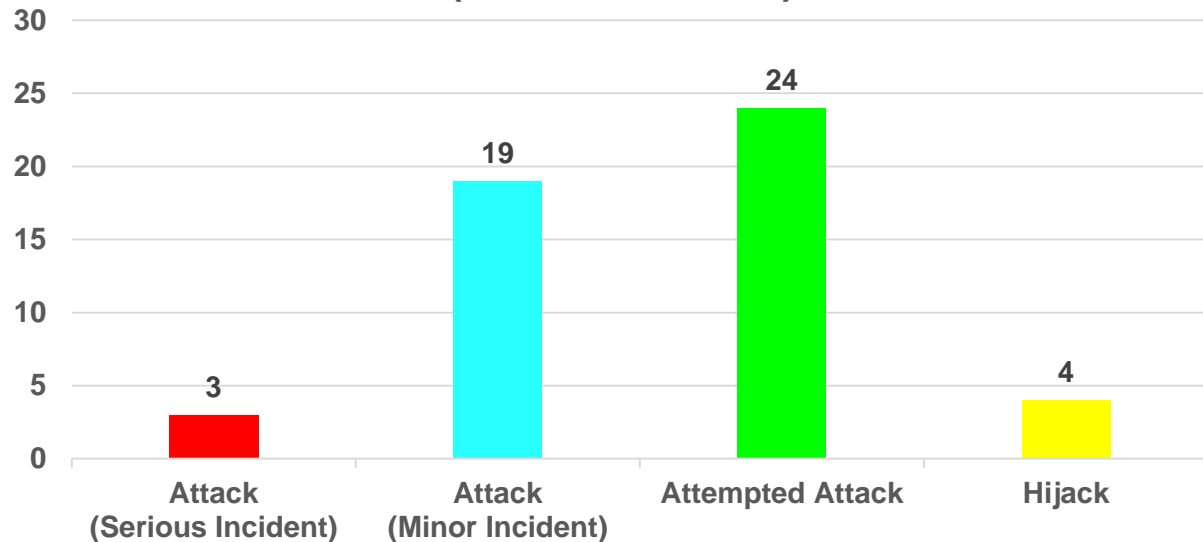| S/N	Name	S/N	Name
53	HUANG PU	26	GIBRALTAR EAGLE
52	MADO	25	KHALISSA
51	PACIFIC 01	24	GREEN BAY
50	PINOCCHIO	23	CMA CGM TAGE
49	PROPEL FORTUNE	22	MAERSK HANGZHOU
48	TRUE CONFIDENCE	21	MSC BEIRA IV
47	MSC SKY II	20	MSC UNITED III
46	-	19	MSC SILVANA
45	TORM THOR	18	BLAAMANEN
44	ISLANDER	17	SAI BABA
43	LAVENDER	16	MSC CLARA
42	NAVIS FORTUNA	15	SWAN ATLANTIC
41	SEA CHAMPION	14	MSC PALATIUM 3
40	RUBYMAR	13	MSC ALANYA
39	POLLUX	12	AL JASRAH
38	LYCAVITOS	11	MAERSK GILBRATAR
37	STAR IRIS	10	ARDMORE ENCOUNTER
36	MORNING TIDE	9	STRINDA
35	STAR NASIA	8	CENTAURIUS LEADER
34	KOI	7	PANTA REI 1
33	PANTA REI 1	6	AOM SOPHIE II
32	MARLIN LUANDA	5	UNITY EXPLORER
31	MAERSK CHESAPEAKE	4	NUMBER 9
30	MAERSK DETROIT	3	CENTRAL PARK
29	CHEM RANGER	2	CENTRAL PARK
28	GENCO PICARDY	1	GALAXY LEADER
27	ZOGRAFIA		

Trending by Categories

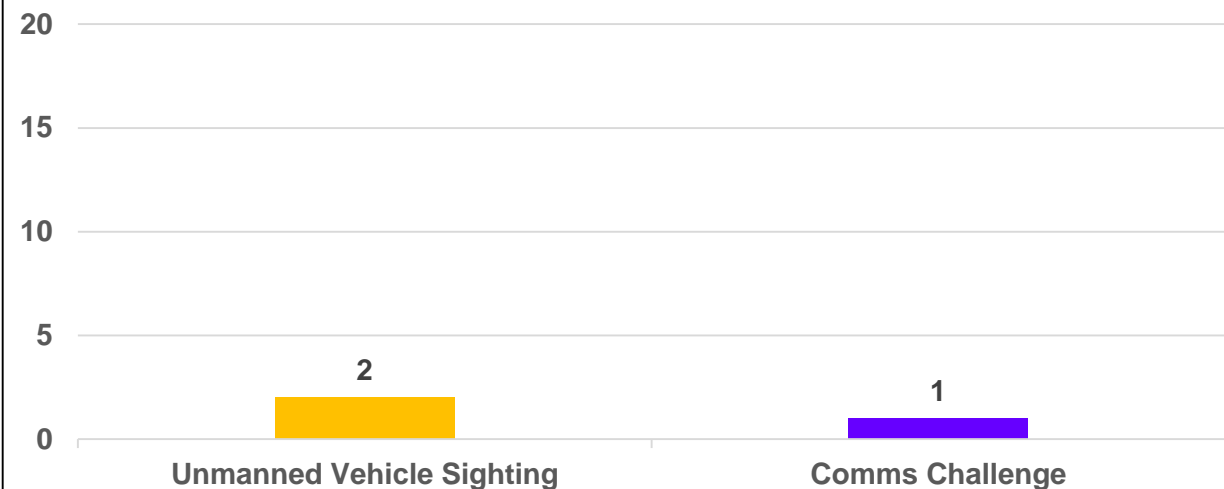| Summary of Incidents and Suspicious Activities Reported (correct 23 Mar 24)	
Total number of Incidents (since 19 Nov 23)	50
Total number of Suspicious Activities Reported (since 19 Nov 23)	3
Number of Incidents + Suspicious Activities Report last week (17 to 23 Mar 24)	2 + 0

Note: Incidents exclude missiles/drones that were shot down by coalition warships.

Summary of Incidents
(since 19 Nov 23)

Category	Value
Attack (Serious Incident)	3
Attack (Minor Incident)	19
Attempted Attack	24
Hijack	4

Summary of Suspicious Activities Reported
(since 19 Nov 23)

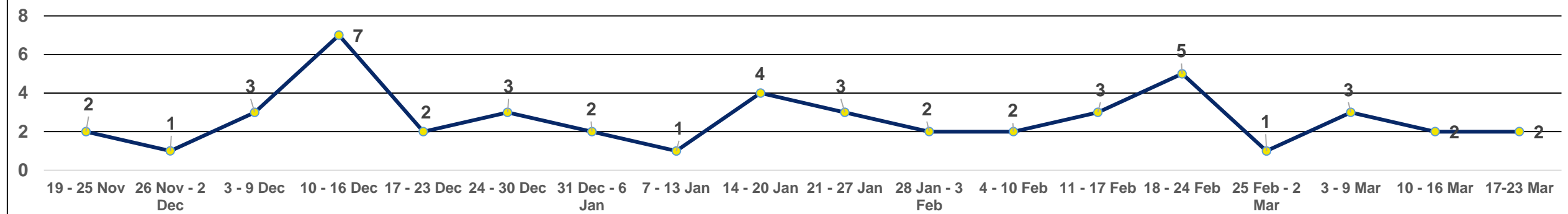| Category	Value
Unmanned Vehicle Sighting	2
Comms Challenge	1

Refer to slide 13 for the explanatory notes for the respective categories
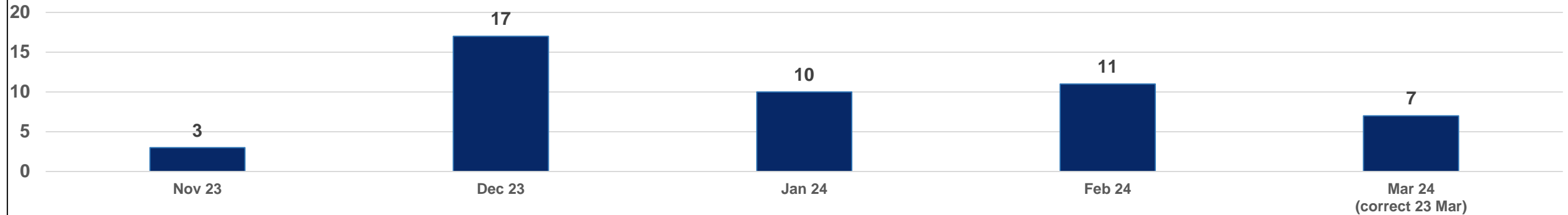
Trending of Incidents Involving Merchant Vessels

Week-on-Week Comparison of Incidents (since 19 Nov 23)

Data points:
- 19 - 25 Nov: 2
- 26 Nov - 2 Dec: 1
- 3 - 9 Dec: 3
- 10 - 16 Dec: 7
- 17 - 23 Dec: 2
- 24 - 30 Dec: 3
- 31 Dec - 6 Jan: 2
- 7 - 13 Jan: 1
- 14 - 20 Jan: 4
- 21 - 27 Jan: 3
- 28 Jan - 3 Feb: 2
- 4 - 10 Feb: 2
- 11 - 17 Feb: 3
- 18 - 24 Feb: 5
- 25 Feb - 2 Mar: 1
- 3 - 9 Mar: 3
- 10 - 16 Mar: 2
- 17-23 Mar: 2

Month-on-Month Comparison of Incidents (since 19 Nov 23)

Data points:
- Nov 23: 3
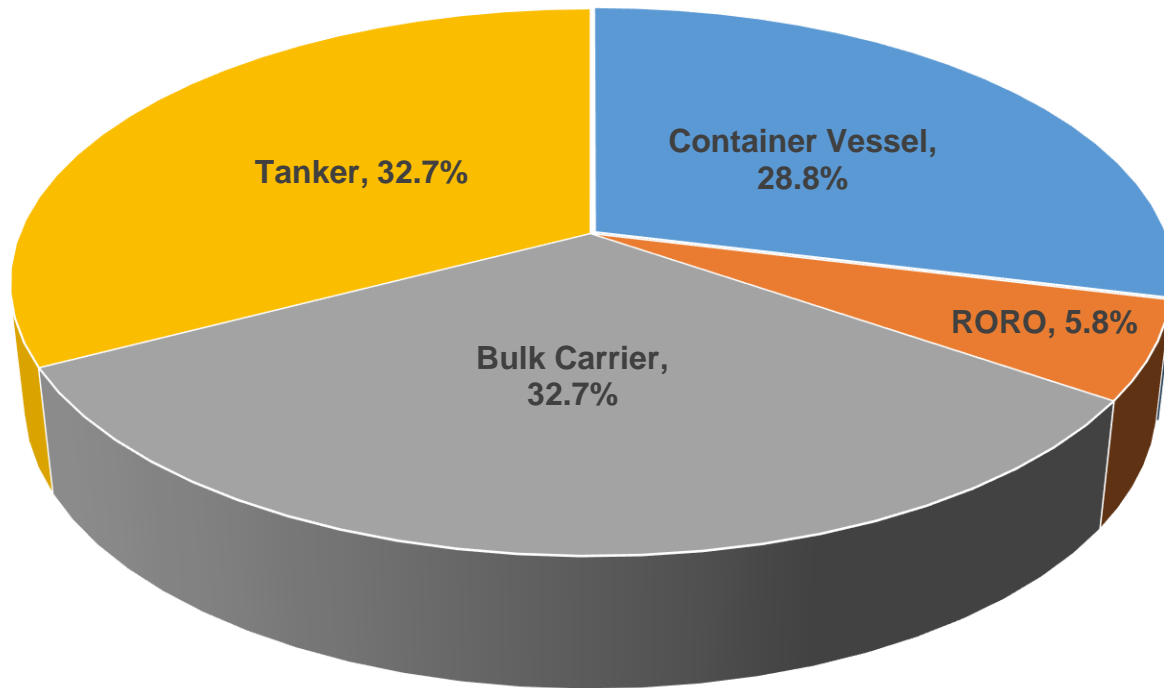- Dec 23: 17
- Jan 24: 10
- Feb 24: 11
- Mar 24 (correct 23 Mar): 7

Observations and Assessments

Based on trending, the number of Houthis attacks on merchant vessels last week was below average, and the threat remains focused on vessels with an US, UK, and Israeli associations. **Refer to slide 12 for details on the updated JMIC recommendations to the shipping industry.**

Incidents Involving Merchant Vessels by Type

Incidents by Vessel Types (since 19 Nov 23)

- Tanker, 32.7%
- Container Vessel, 28.8%
- Bulk Carrier, 32.7%
- RORO, 5.8%

Most Recent

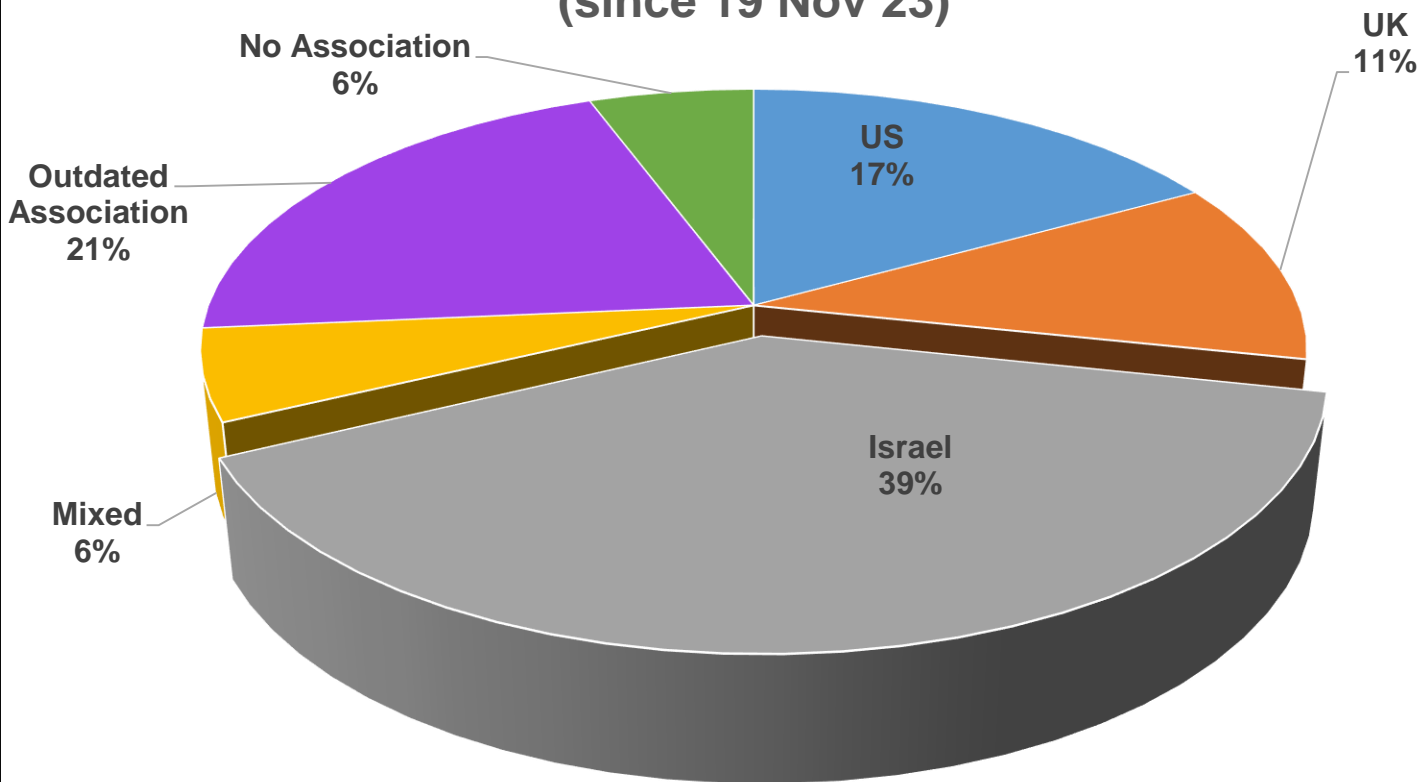| S/N	Name	S/N	Name
53	HUANG PU	26	GIBRALTAR EAGLE
52	MADO	25	KHALISSA
51	PACIFIC 01	24	GREEN BAY
50	PINOCCHIO	23	CMA CGM TAGE
49	PROPEL FORTUNE	22	MAERSK HANGZHOU
48	TRUE CONFIDENCE	21	MSC BEIRA IV
47	MSC SKY II	20	MSC UNITED III
46	-	19	MSC SILVANA
45	TORM THOR	18	BLAAMANEN
44	ISLANDER	17	SAI BABA
43	LAVENDER	16	MSC CLARA
42	NAVIS FORTUNA	15	SWAN ATLANTIC
41	SEA CHAMPION	14	MSC PALATIUM 3
40	RUBYMAR	13	MSC ALANYA
39	POLLUX	12	AL JASRAH
38	LYCAVITOS	11	MAERSK GILBRATAR
37	STAR IRIS	10	ARDMORE ENCOUNTER
36	MORNING TIDE	9	STRINDA
35	STAR NASIA	8	CENTAURIUS LEADER
34	KOI	7	PANTA REI 1
33	PANTA REI 1	6	AOM SOPHIE II
32	MARLIN LUANDA	5	UNITY EXPLORER
31	MAERSK CHESAPEAKE	4	NUMBER 9
30	MAERSK DETROIT	3	CENTRAL PARK
29	CHEM RANGER	2	CENTRAL PARK
28	GENCO PICARDY	1	GALAXY LEADER
27	ZOGRAFIA		

Observations and Assessments
2 Tankers were targeted this week. Distribution of attacks among vessel types does not appear to follow a pattern.
- 1 Vessel targeted this week was an LPG Carrier

Incidents Involving Merchant Vessels by Assessed Association

Incidents by Assessed Associations (since 19 Nov 23)

Pie chart segments:
- US 17%
- UK 11%
- No Association 6%
- Outdated Association 21%
- Mixed 6%
- Israel 39%

Most Recent

S/N	Name	S/N	Name
53	HUANG PU	26	GIBRALTAR EAGLE
52	MADO	25	KHALISSA
51	PACIFIC 01	24	GREEN BAY
50	PINOCCHIO	23	CMA CGM TAGE
49	PROPEL FORTUNE	22	MAERSK HANGZHOU
48	TRUE CONFIDENCE	21	MSC BEIRA IV
47	MSC SKY II	20	MSC UNITED III
46	-	19	MSC SILVANA
45	TORM THOR	18	BLAAMANEN
44	ISLANDER	17	SAI BABA
43	LAVENDER	16	MSC CLARA
42	NAVIS FORTUNA	15	SWAN ATLANTIC
41	SEA CHAMPION	14	MSC PALATIUM 3
40	RUBYMAR	13	MSC ALANYA
39	POLLUX	12	AL JASRAH
38	LYCAVITOS	11	MAERSK GILBRATAR
37	STAR IRIS	10	ARDMORE ENCOUNTER
36	MORNING TIDE	9	STRINDA
35	STAR NASIA	8	CENTAURIUS LEADER
34	KOI	7	PANTA REI 1
33	PANTA REI 1	6	AOM SOPHIE II
32	MARLIN LUANDA	5	UNITY EXPLORER
31	MAERSK CHESAPEAKE	4	NUMBER 9
30	MAERSK DETROIT	3	CENTRAL PARK
29	CHEM RANGER	2	CENTRAL PARK
28	GENCO PICARDY	1	GALAXY LEADER
27	ZOGRAFIA		

Observations and Assessments

Based on trending, the Houthis continue to target all commercial vessels with any US, UK and/or Israeli associations (~67% of all incidents).
- Majority of the vessels being targeted had Israeli associations (~39% of all incidents)
- BOTH incidents last week involved vessels that had outdated associations
- The last 6 incidents have involved vessel with outdated associations

JMIC Recommendations to Industry

Vessels intending to transit the threat area are recommended to:

a. Conduct a risk assessment prior to entering the area
b. Review security measures/incorporate appropriate vessel hardening measures into their security plans
c. AIS:
i.   AIS policy within 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
ii. While transmitting AIS may be consistent with SOLAS, it may compromise safety & security of the vessel
iii. 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 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.
f. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
i.   Unmanned vehicle sightings
ii. Communications challenges

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**
i.   *Note that most recent attacks have been against vessels that have changed ownership in last 2 months*
b. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
c. Ensure managed vessels receive and follow the guidance in paragraph 5
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

General Categories

General Categories	Explanatory Notes
Attack (Serious Incident)	This refers to the act of successfully attacking a vessel with the use of force that results in serious damage(s) 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. • Serious incident refers to any damage that 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)	This refers to the act of successfully attacking a vessel with the use of force that results in minor damage(s) 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. • Minor incident refers to any damage that does not impact the vessel's ability to continue functioning, which does not require any assistance.
Attempted Attack	This refers to the act of attacking a vessel with the use of force that results in 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	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.
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.