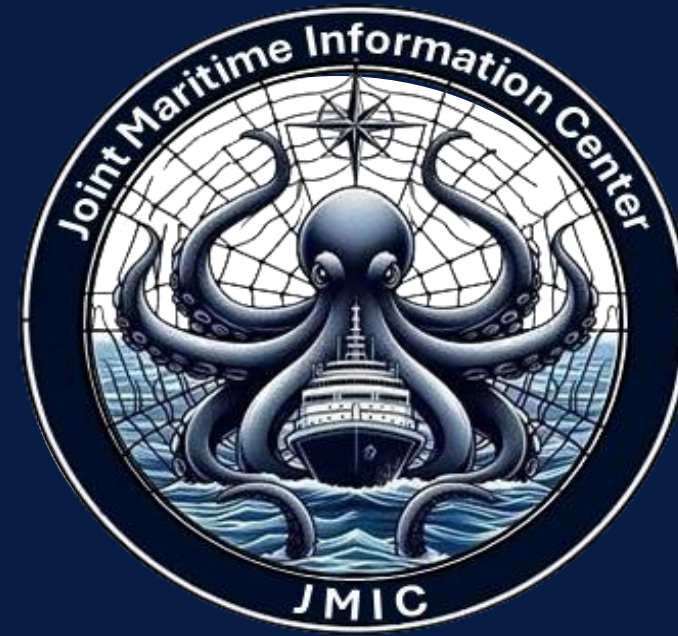


JMIC Weekly Dashboard for the Middle East



Accurate and timely information for the protection of Mariners

Week 28 - 2025
(07 July – 13 July)

Combined Maritime Forces (CMF)

JMIC Weekly Assessment for the Middle East Region.

The maritime threat levels for the Arabian Gulf and Gulf of Oman is **LOW** with no current indications or warnings with a maritime nexus.

The maritime threat level for the Southern Red Sea and Western Gulf of Aden is **HIGH** with two recent Houthi attacks on merchant shipping (MAGIC SEAS 6 July and ETERNITY C 7 July). Electronic interference in the region remains active.

Guidance for Vessels transiting the High Threat Area

As the Houthis continue to target commercial maritime vessels which they perceive to have an Israeli association, companies and operators that plan to schedule a Bab El-Mandeb transit are encouraged to conduct a thorough assessment of the company business structure and previous port calls to identify any association that may place the vessel at risk.

Associations may include but are not limited to:

1. Parent or subsidiary companies (Group Owned / Non-Group Owned).
2. Port calls made by a specific vessel or other vessels within the company structure.
3. Shareholders of the company with ties to Israel.

JMIC recommends that in addition to threat and risk assessments that any mitigation measures be in place well in advance of the threat area. Companies are also encouraged to access guidelines and relevant security advisories from organizations such as JMIC, UKMTO, and MSCIO.

Risk mitigation measures and resources include:

1. BMP-Maritime Security
2. JMIC Bridge Emergency Reference Cards
3. Register for ASPIDES protection via [EUNAVFOR MSCOI site](#)

****Any vessel with an Israeli association that chooses to transit the High threat area assumes the risk of attack.**

Specific Events

Indian Ocean and Coast of Somalia

- NSTR

Arabian Gulf, Strait of Hormuz and Gulf of Oman

- NSTR

Red Sea, Bab-al-Mandab and Gulf of Aden

- On 7 July 2025, MV ETERNITY C (details on page 5)





Incidents reported by UKMTO



Date	Type of Incident Source	Vessel Name Flag / IMO / Location
07/08 July	Attack (Serious incident)	MV ETERNITY C LIBERIA / IMO 9588249 / Southern Red Sea - BaM

Incident: (Multiple) Attacks

06 JUL 2025 | M/V MAGIC SEAS | UPDATE 01

Multiple Attacks (Serious Incident)

Southern Red Sea | JMIC Incident No. 117

On 6 July 2025, there were multiple attacks reported on M/V MAGIC SEAS (IMO: 9736169).

The vessel was boarded and sunk by Houthis.

JMIC assesses that M/V MAGIC SEAS was attacked due to her past port calls, as well as ships in her company structure making recent port calls, to Israel.

See [JMIC Information Note 117](#)



Incident: (Multiple) Attacks

07/08 JUL 2025 | M/V ETERNITY C |

**Multiple Attacks (Serious Incident) |
Southern Red Sea | JMIC Incident No. 118**

On 7 July 2025, there were multiple attacks reported on M/V ETERNITY C (IMO: 9588249).

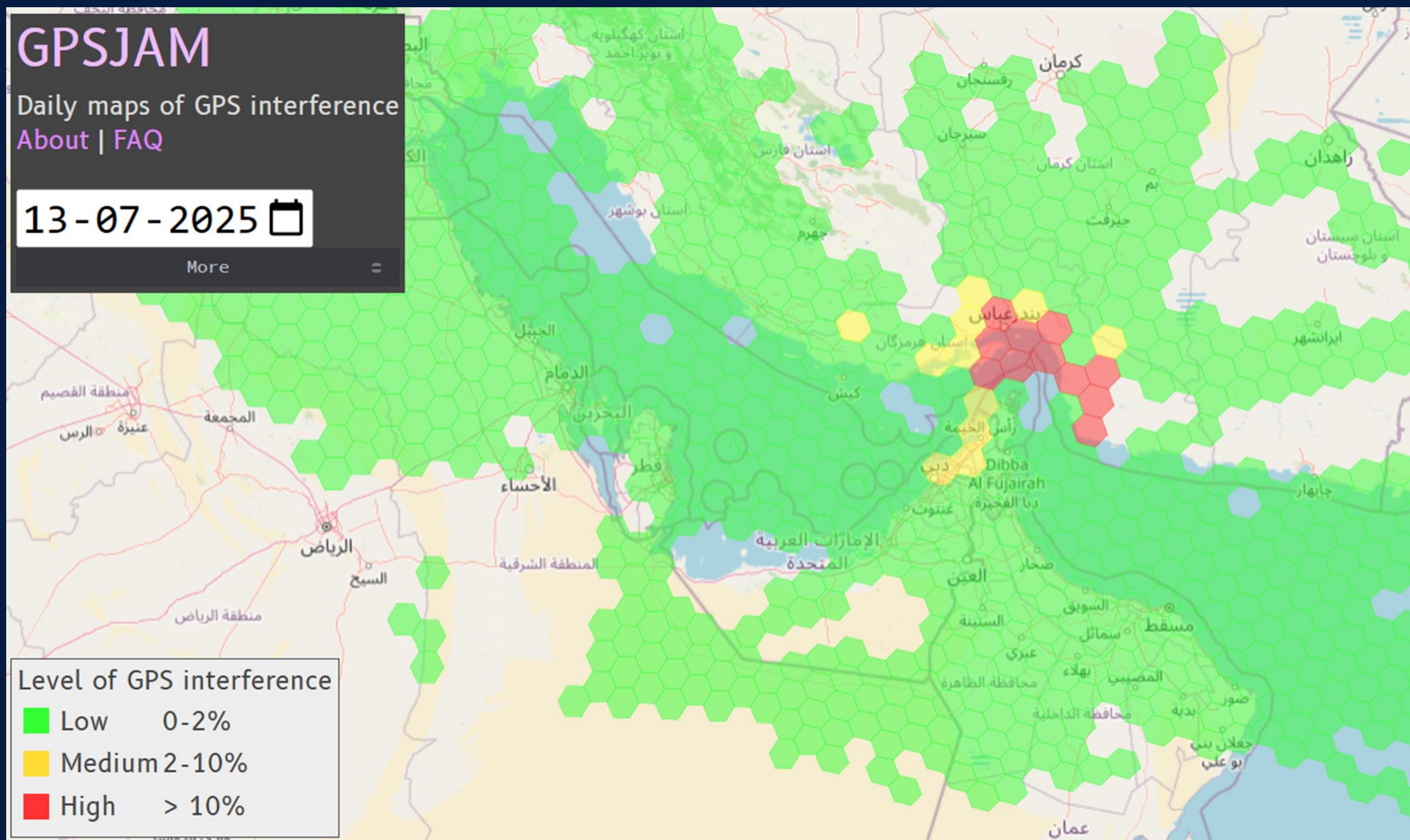
The JMIC has confirmed that M/V ETERNITY C was attacked by multiple small craft with RPGs resulting in severe damage, loss of propulsion, and eventually sunk in the southern Red Sea. Some crew members were critically injured.

JMIC assesses that M/V ETERNITY C was attacked due to ships within the company structure making recent port calls, to Israel.

See [JMIC Information Note 118](#)



GPS Interference in AG, SoH and GOO



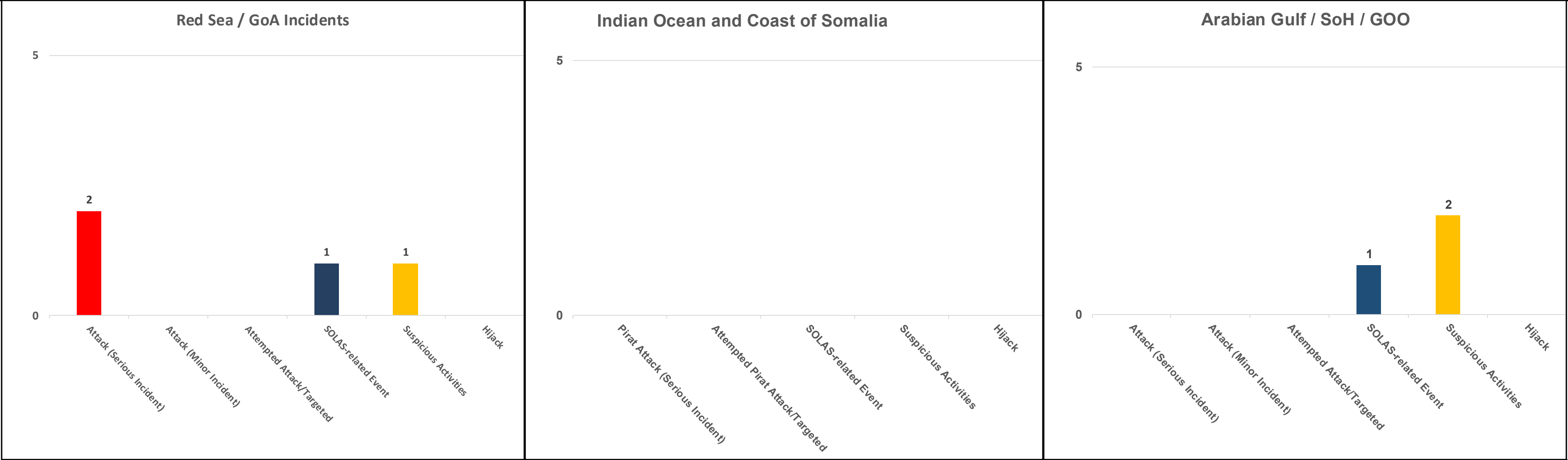


JMIC Investigated Incidents

Since 01 January 2025

Total number of Incidents <i>(excluding coalition engagements)</i>	1 (01 new this week)
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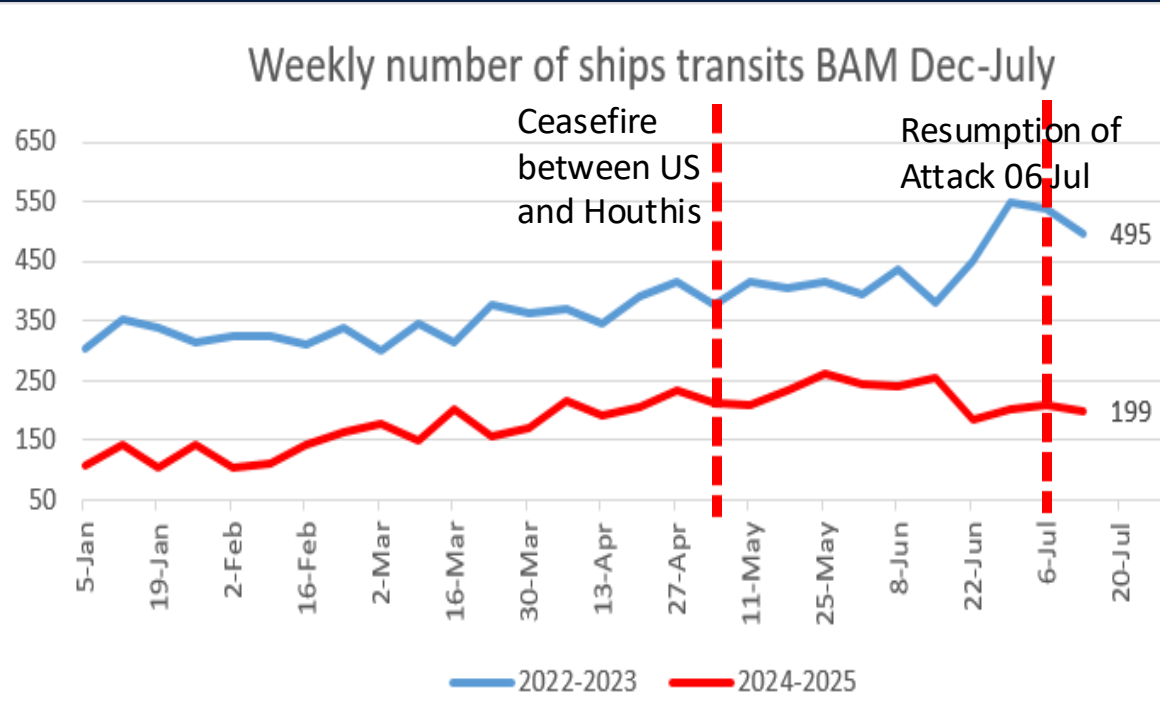
Days since last incident / incident type	1 day / Attack (Serious Incident)
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Last incident info: Date: 07/08. JUL. 2025 Type: Attack Ship Name: ETERNITY C	Last incident info: Date: - Type: - Ship -	Last incident info: Date: 16.JUNE. 2025 Type: SOLAS Ship: Front Eagle and Adalynn
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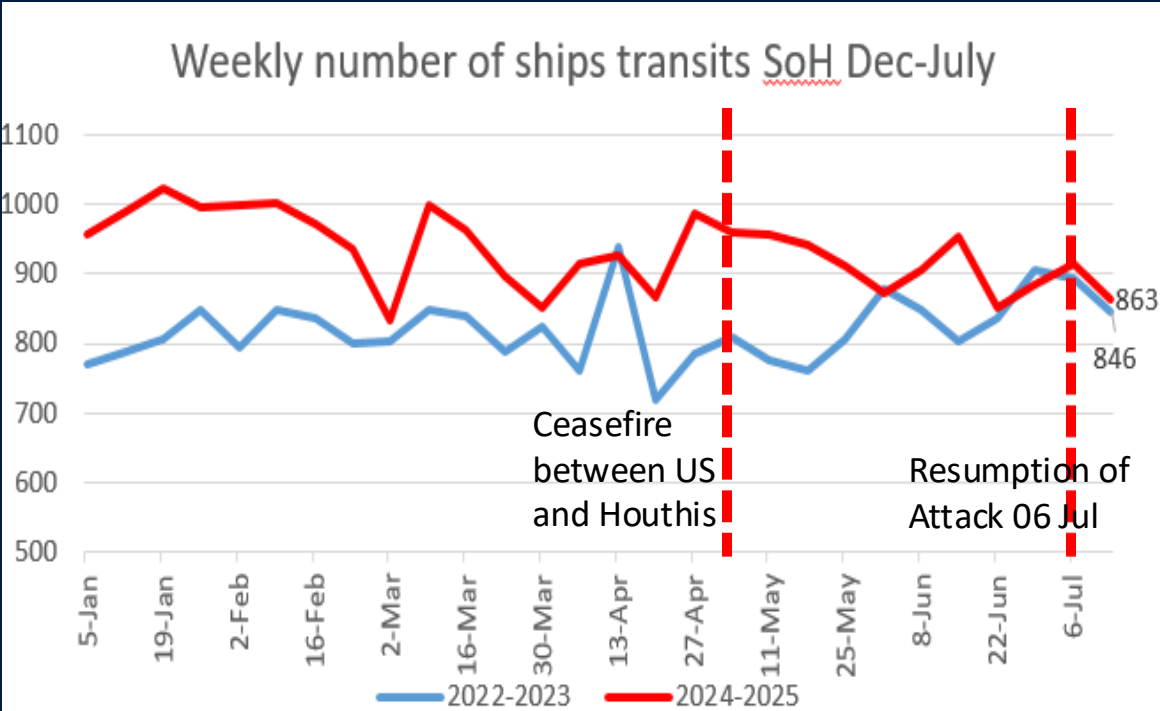
Weekly Transits

Bab-al-Mandab (BaM)



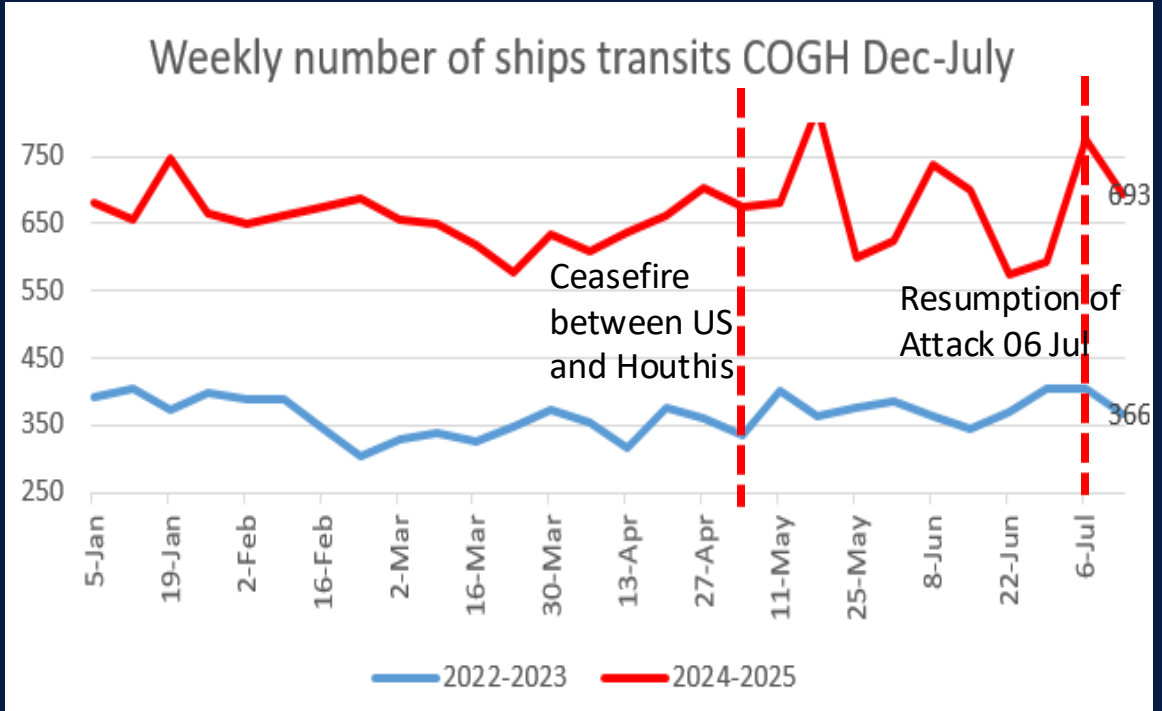
5.24% decrease last week

Strait of Hormuz (SoH)



5.80 % decrease last week

Cape of Good Hope (CoGH)



4.42% decrease last week

*The statistics presented in this report are based solely on cargo carrying vessels engaged in international trade/transit. This data does not include smaller vessels such as pleasure crafts, yachts, fishing vessels, tugboats, or other types of smaller ships that operate within local or regional waters and are not involved in international shipping.



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 a 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 a 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.
Suspicious Activities	This refers to any act of activity near the vessel that is enough to warrant suspicion. To include aerial, surface, and subsurface activities.
SOLAS-related Event	A SOLAS event in this terms refers to a major safety related event (Including but not limited to: Fire/Flooding/Capsizing) which is not due to an attack. This is reported by JMIG solely to avoid speculations about if this was a harmful activity towards a merchant vessel or not.

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 - MARITIME SECURITY

<https://www.maritimeglobalsecurity.org/media/lx4jmieu/bmp-ms-2025-final-hi-res.pdf>

ATP – 02.1 NCAGS Guide to Owners, Operators, Masters and Officers:

https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2

Industry Transit Advice for Southern Red Sea and Gulf of Aden from 25th of September

[Industry Transit Advice - 25th September](#)

JMIC

Info Notes, Advisories, Weekly Summary, Monthly Statistics, and Bridge Emergency Reference Cards:

[JMIC Products \(ukmto.org\)](#)

Please also visit our LinkedIn page <https://www.linkedin.com/company/jmic/>

