



Joint Maritime Information Center



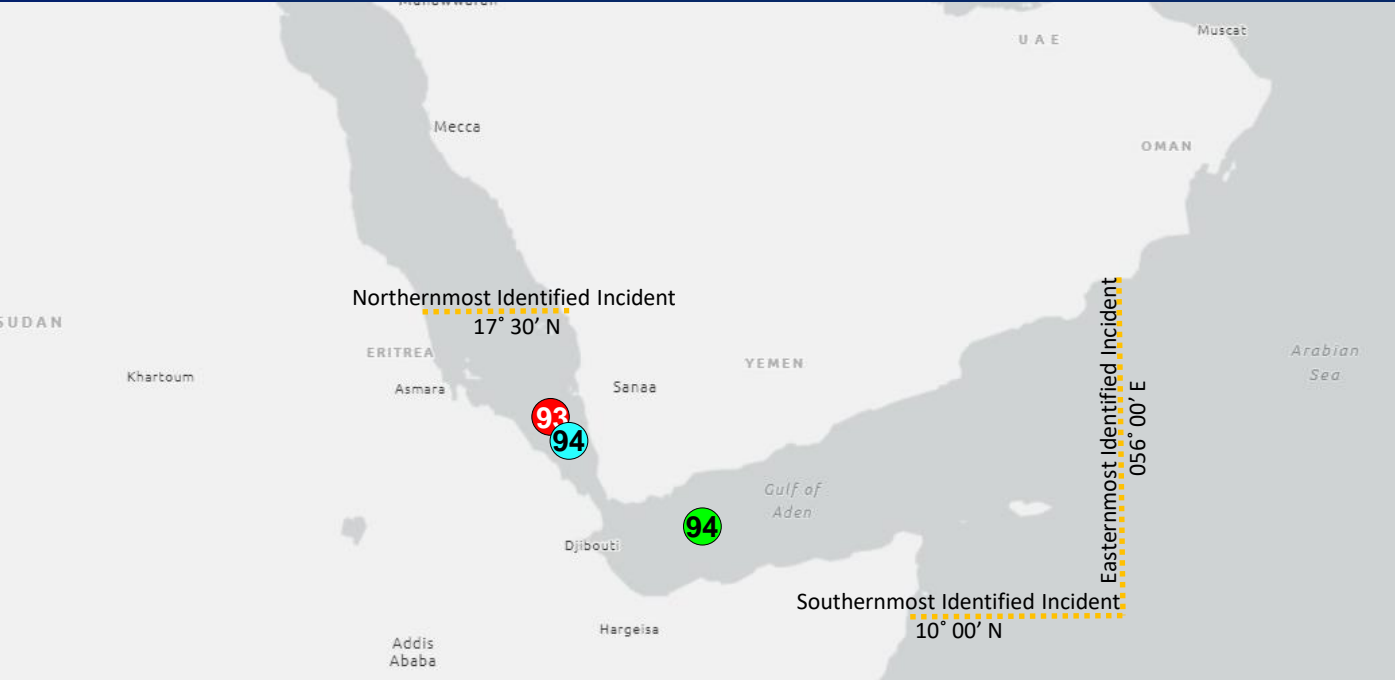
JMIC Weekly Dashboard

Week 34

18th – 24th August 2024



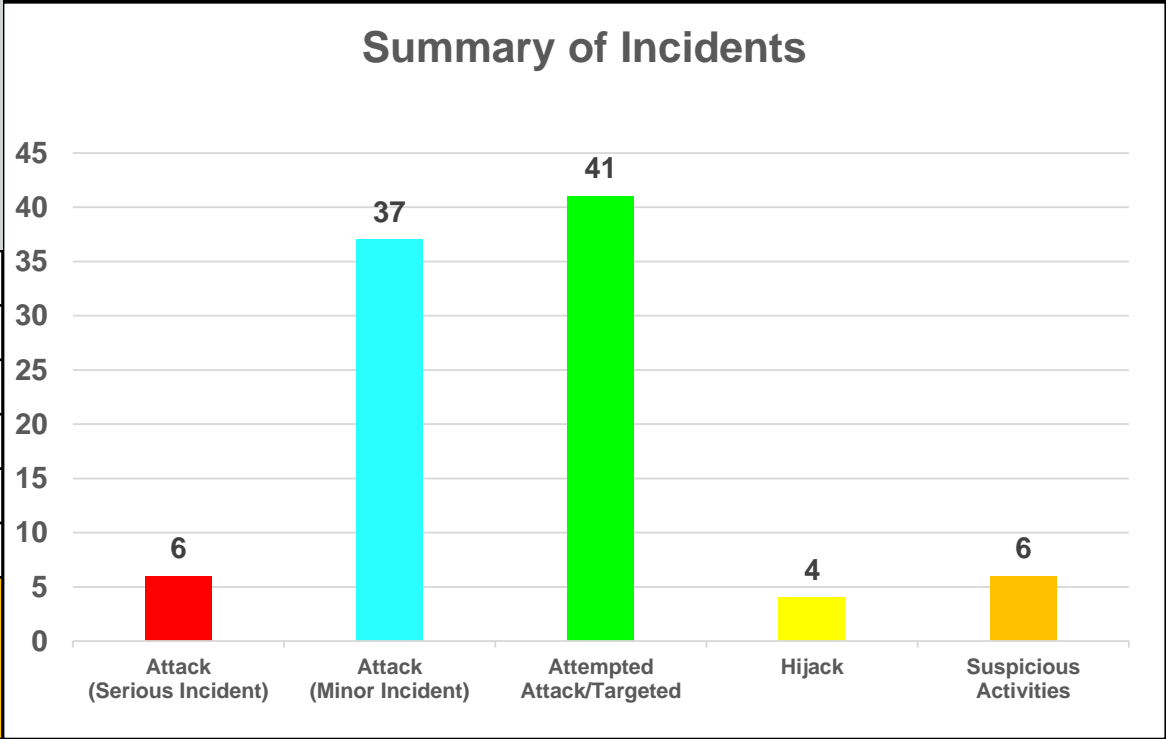
Weekly Executive Summary



Incident No.	Information Note No.	Vessel Name
93	21_Aug_2024 (6)	M/T SOUNION
94	21_Aug_2024 (7)	M/V SW NORTHWIND I

Weekly Assessment:
There were two incidents last week. The trend continues towards vessels with no direct association to US, UK or Israel. See slide “Incidents Involving Merchant Vessels” for the difference between ‘Direct Association’ and ‘No Direct Association’.

Since 19 th November 2023	
Total number of Incidents <i>(excluding coalition engagements)</i>	94 (2 new this week)
Total Mariners Killed	4 (0 new this week)
Total Mariners Severely Injured	2 (0 new this week)





Incident: (Multiple) Attacks

21st August 2024 | SOUNION | Multiple Attacks | Southern Red Sea | JMIC Incident No. 93

On 21st August 2024 there was an attack on the Greek-flagged **M/T SOUNION** (IMO: 9312145) by small boats, unknown airborne projectiles and a USV.

The JMIC has confirmed that M/T SOUNION was initially hit by two projectiles and then subsequently hit by a third projectile. All projectiles impacted the starboard quarter, damaging the engine compartment and starting a fire.

The vessel's Master reported that the vessel went at anchor in approximate position 14° 59' N 041° 39' E

- The initial fire in the engine room was reported to be contained
- The vessel was abandoned
- The crew is safe with one crew member sustaining a minor injury
- Multiple explosions were observed on deck setting the vessel on fire. Multiple fires continue to burn on deck
- Salvage operations planning in progress

The JMIC has investigated and found that M/T SOUNION has no direct association with Israel, US or UK within the company business structure. However other vessel(s) within the company structure have been identified to have visited Israel in the recent past.



M/T SOUNION



Incident: Attempted Attacks/ Attack

21st August 2024 | SW NORTH WIND I | Multiple Attempted Attacks / Attack | Gulf of Aden | JMIC Incident No. 94

On 21st August 2024 there were several reported attacks on the Panama-flagged **M/V SW NORTH WIND I** (IMO: 9514004):

- 1) 0845 (UTC): The vessel reported to UKMTO two explosions approximately 57 NM south of the Aden, Yemen approximately 4 cables off the port beam.
- 2) 1048 (UTC): A third explosion was reported approximately 4 cables off the port beam.
- 3) 1420 (UTC): A fourth explosion was reported approximately 3 cables astern.
- 4) 2113 (UTC): A fifth explosion was reported approximately 1 cable portside abeam.
- 5) 2156 (UTC): A sixth explosion was reported close to the vessel on the portside.

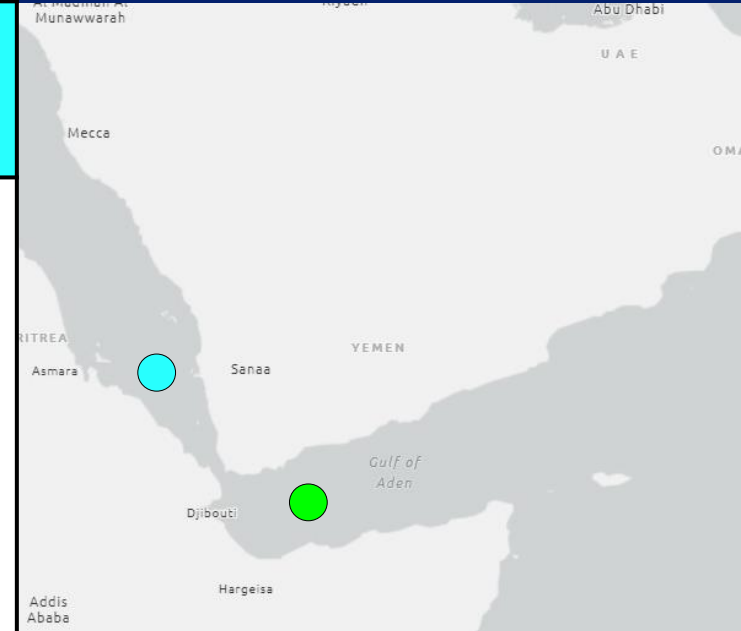
On 22nd August 0759 (UTC): The Master reported an attempted USV attack 55NM west of Al Hudaydah, Yemen. The USV detonated approximately 10 meters from the vessel. Minor damage was reported.

- 1) 0945 (UTC): Vessel receives call on VHF demanding vessel alters course to port Hudaydah. UKMTO recommends vessel to continue on course and speed.
- 2) 1045 (UTC): Chief Officer (Chief Mate) investigates hull integrity and discovers a crack above the water line in cargo hold 4. 3.5 meters of water present in the hold.

The JMIC has confirmed that M/V SW NORTH WIND I was targeted multiple times and impacted by one USV.

The vessel sustained minor damage and the crew is safe. The vessel is enroute to next port of call.

The JMIC has investigated and found that M/V SW NORTH WIND I has no direct association with Israel, US or UK within the company business structure. However other vessel(s) within the company structure have been identified to have visited Israel in the recent past.



M/V SW NORTH WIND I



Complete List of Merchant Vessels Incidents

Since 19th November 2023

	I/N	Date	Name	IT	VT	AA
NOV.	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	RUBYPAR			
	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			
	55	06/04/24	HOPE ISLAND			
APRIL	56	24/04/24	MAERSK YORKTOWN			
	58	26/04/24	ANDROMEDA STAR			
	SI2	26/04/24	MSC ORION			
	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			
	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			
AUGUST	88	03/08/24	GROTON			
	89	08/08/24	DELTA BLUE			
	90	12/08/24	DELTA ATLANTICA			
	91	13/08/24	ON PHOENIX			
	92	15/08/24	SIAM & SUNNY OCEAN			
	93	21/08/24	SOUNION			
	94	21/08/24	SW NORTH WIND I			

Incident Type (IT):

Attack (Serious Incident)

Attack (Minor Incident)

Attempted Attack/Targeted

Hijack

Suspicious Activities

Vessel Type (VT):

Bulk

Tanker

Passenger

Container

RORO

Other

Assessed Association (AA):

Israel

UK

US

No Direct Association

Outdated Association

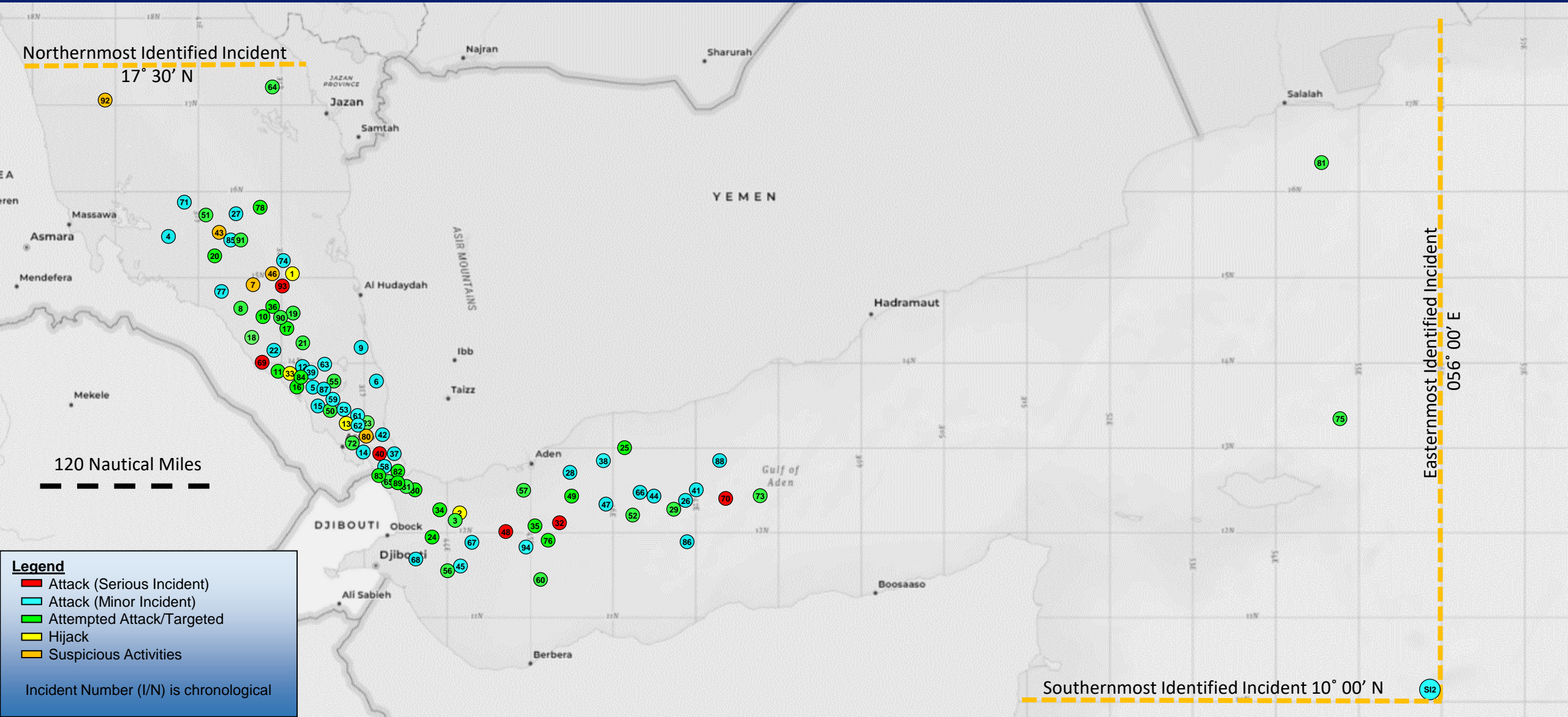
Note 1. As per the request of the owners, some vessel names and details on attacks may not be disclosed

Note 2. 'SI' means *Special Information Note* (outside the original JMIC Area of responsibility) at the time of publishing



Overview of Incidents and Suspicious Activities

Since 19th November 2023

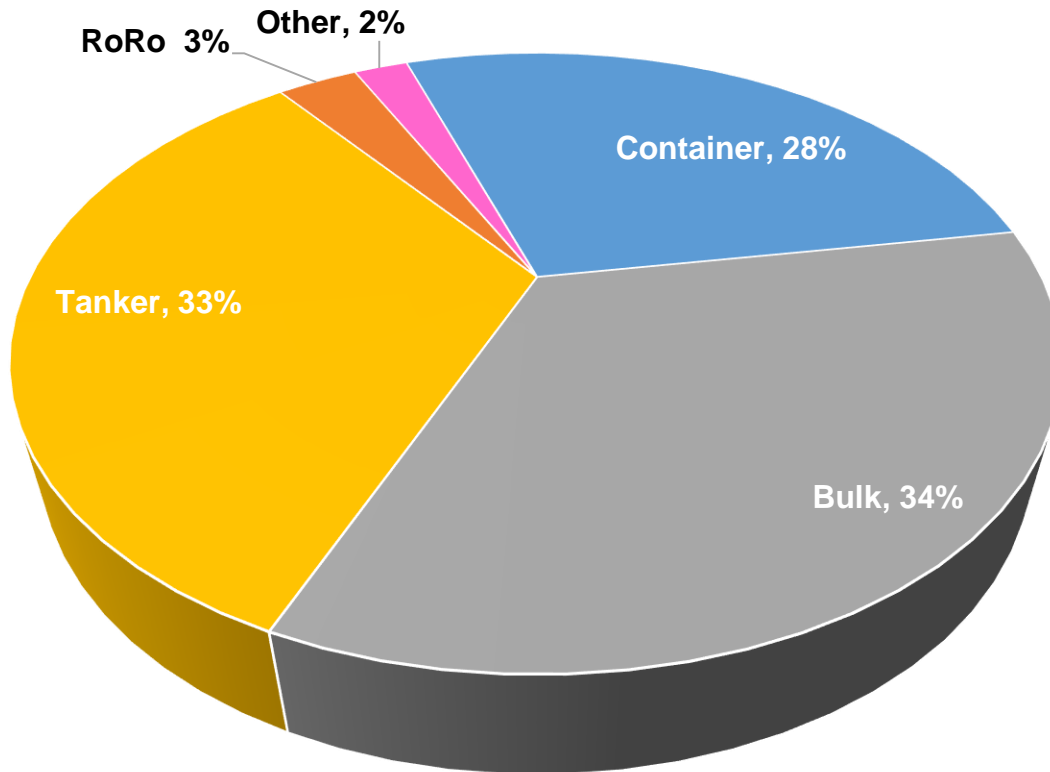




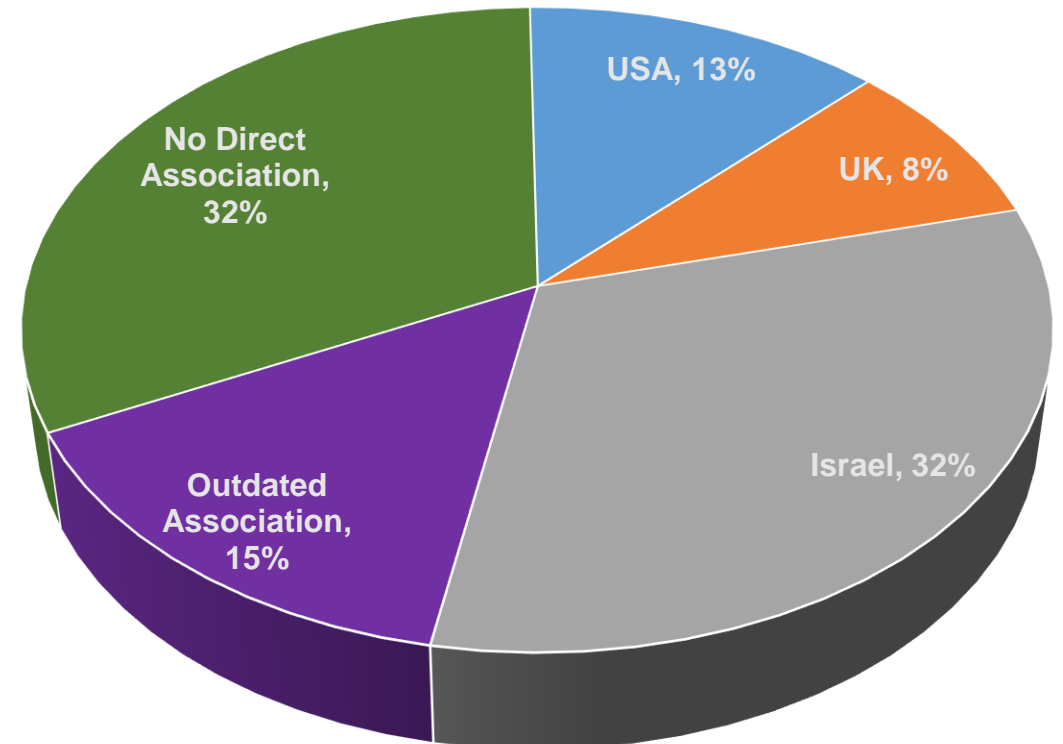
Incidents Involving Merchant Vessels

Since 19th November 2023

Incidents by Vessel Type



Incidents by Assessed Association



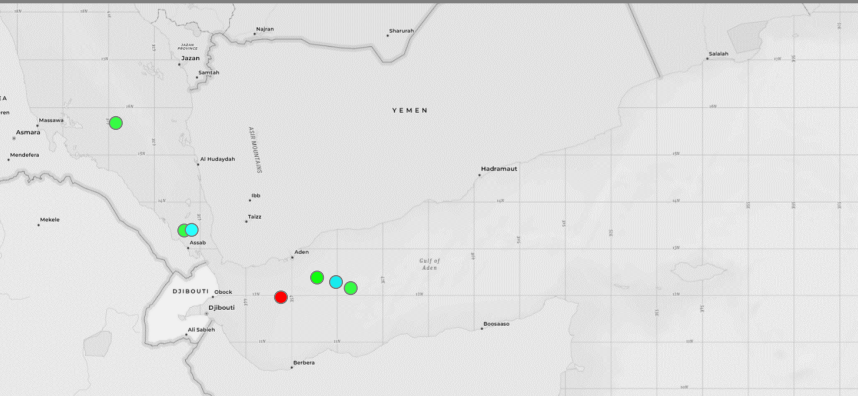
Direct Association: The vessel itself has made a recent port call to Israel, or the Owner, Operator, Manager or Flag State is Israeli, US or UK.
No Direct Association: Other vessels within the company structure that have made one or more recent port calls to Israel.



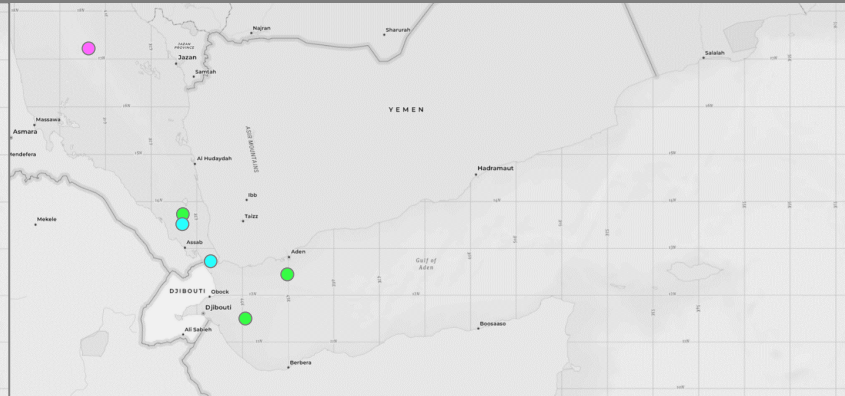
Month by Month Comparison of Incidents

(Last 6 months)

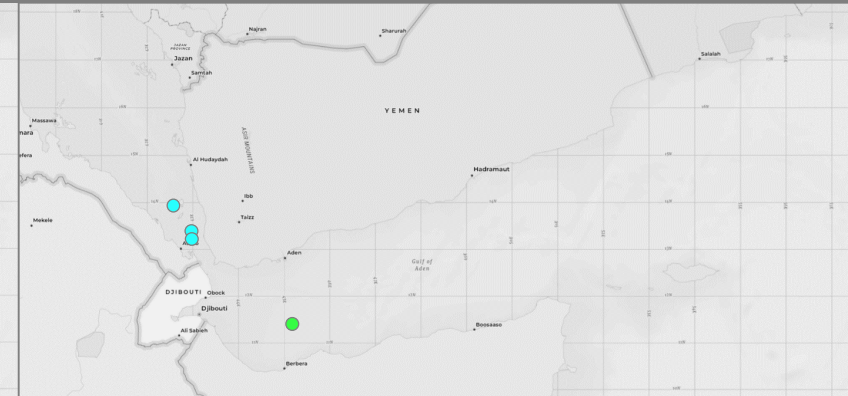
MARCH 2024 (7 Incidents)



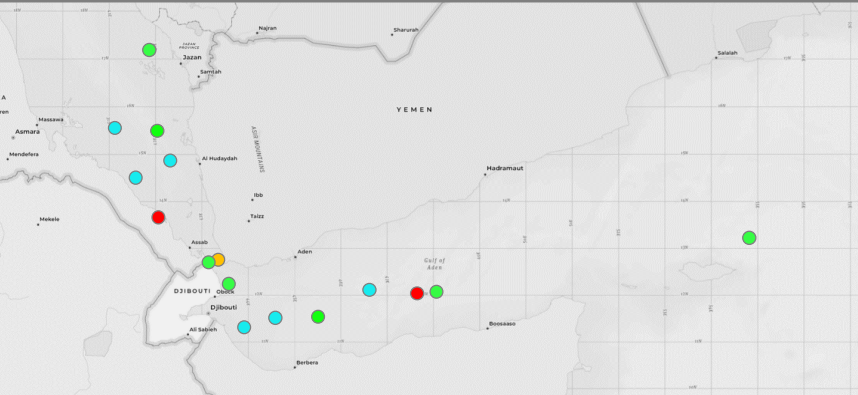
APRIL 2024 (6 Incidents)



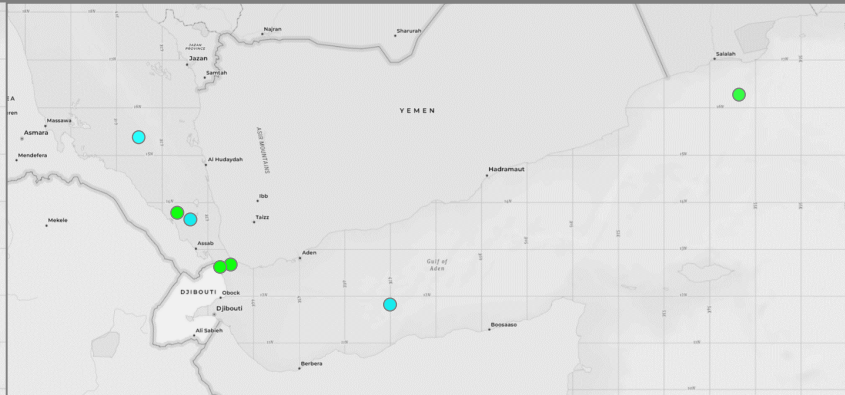
MAY 2024 (4 Incidents)



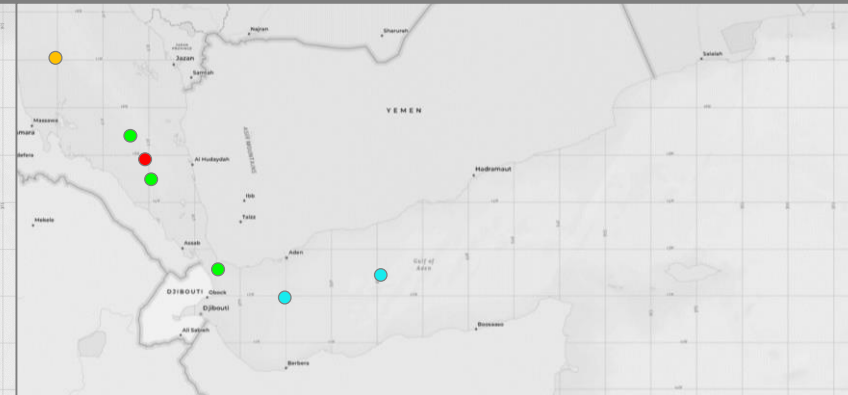
JUNE 2024 (16 Incidents)



JULY 2024 (7 Incidents)



AUGUST 2024 (8 Incidents as of 24th August)



Observations and Assessments

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

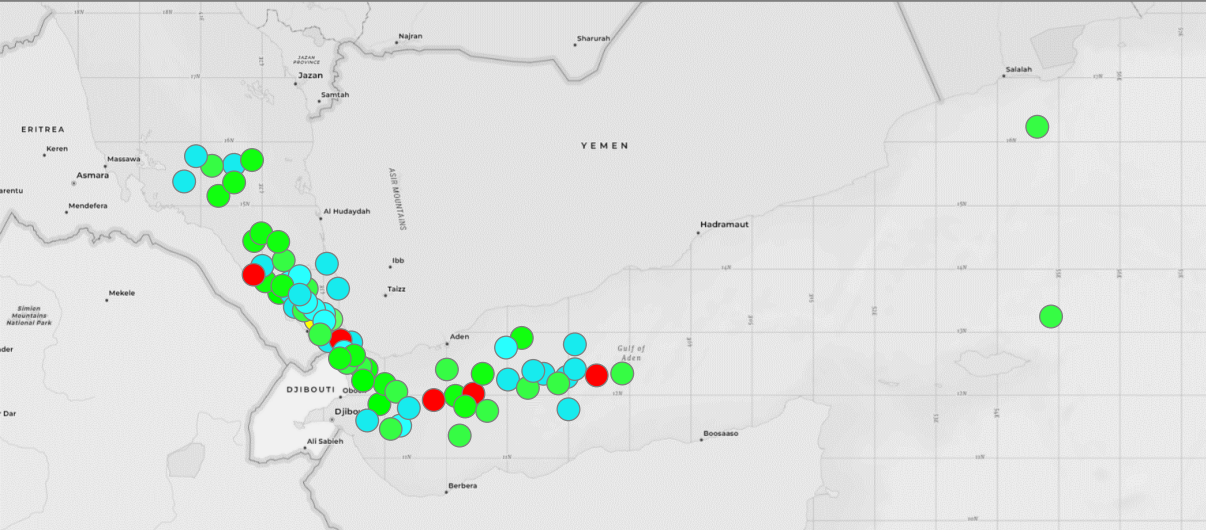
Note: August: 1 incident involving 2 vessels (showing as 1 puck)



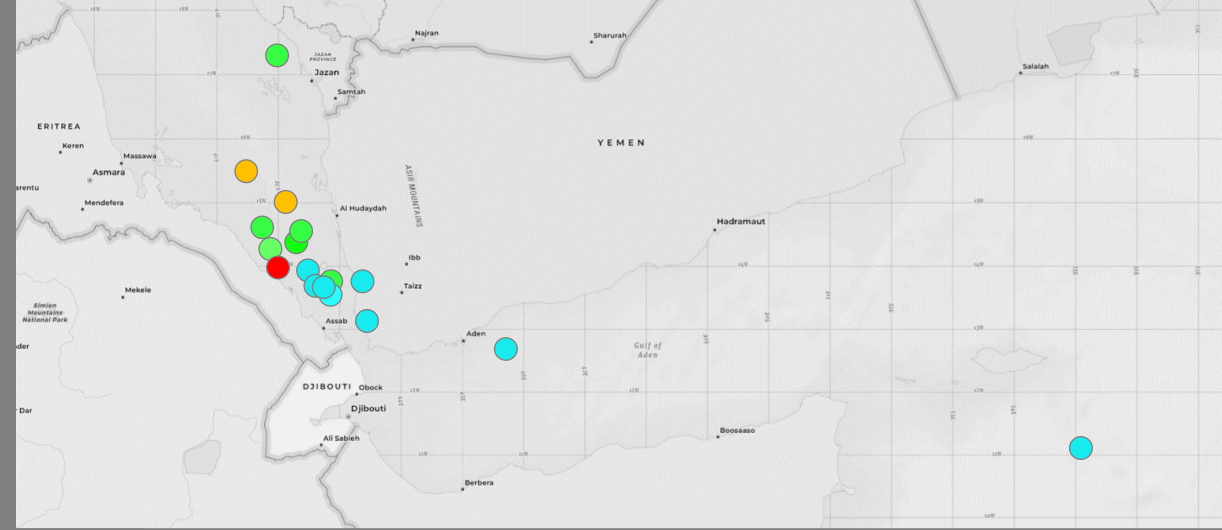
Incidents by Type

Since 19 November 2023

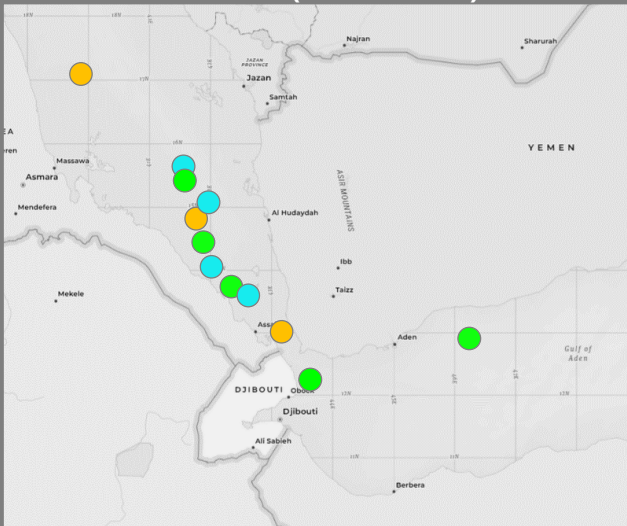
MISSILE (73 incidents)



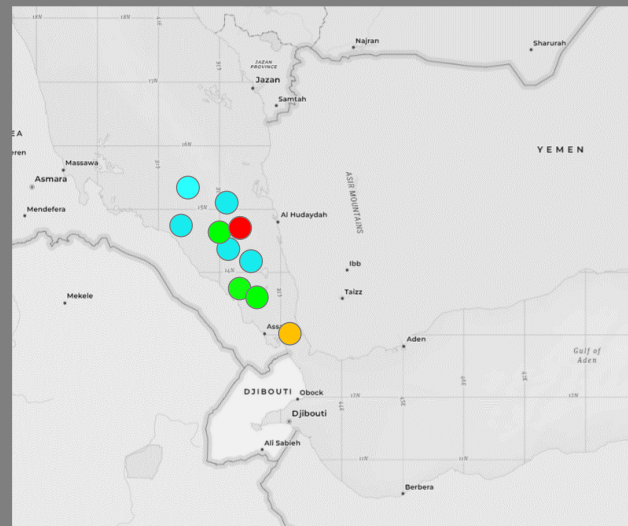
UAV (17 incidents)



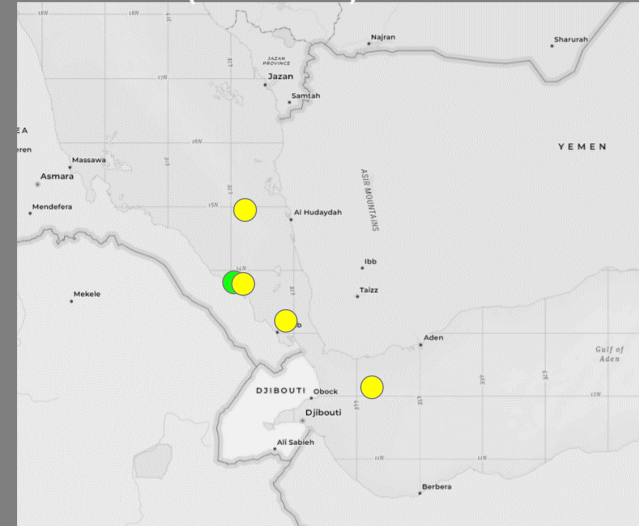
SMALL CRAFT (14 incidents)



USV (10 incidents)



HIJACK (5 incidents)



Note:

Incidents with more than one incident-type will appear in all applicable charts

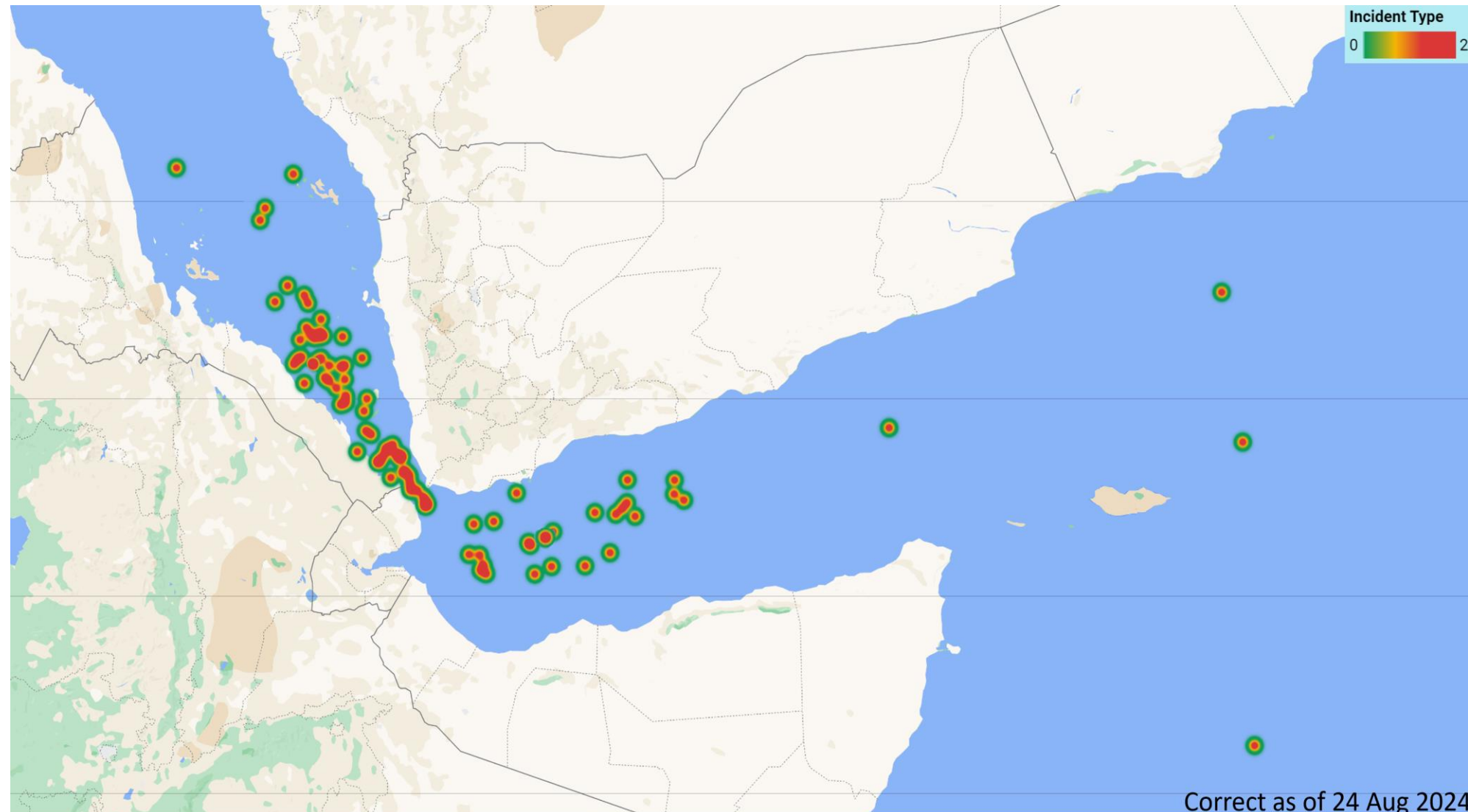
Legend

- Attack (Serious Incident)
- Attack (Minor Incident)
- Attempted Attack/Targeted
- Hijack
- Suspicious Activities



Heatmap of Incidents and Suspicious Activities

Since 19th November 2023



Note:

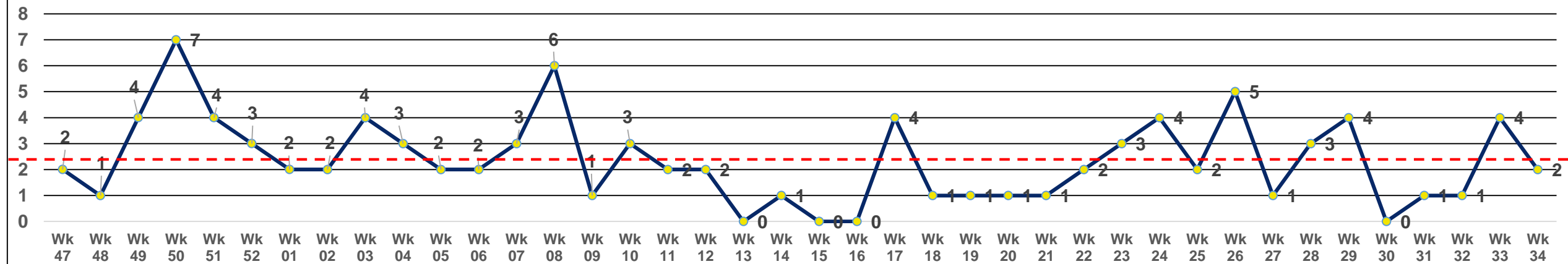
All positions shown are approximate and only presented for the purpose of highlighting the frequency of incidents



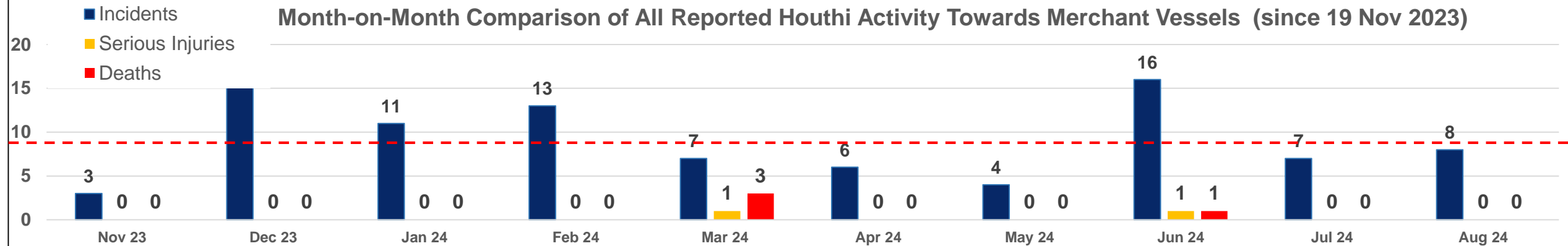
Trending of Incidents Involving Merchant Vessels

Since 19th November 2023

Week-on-Week Comparison of All Reported Houthi Activity Towards Merchant Vessels (since 19 November 2023)



Month-on-Month Comparison of All Reported Houthi Activity Towards Merchant Vessels (since 19 Nov 2023)



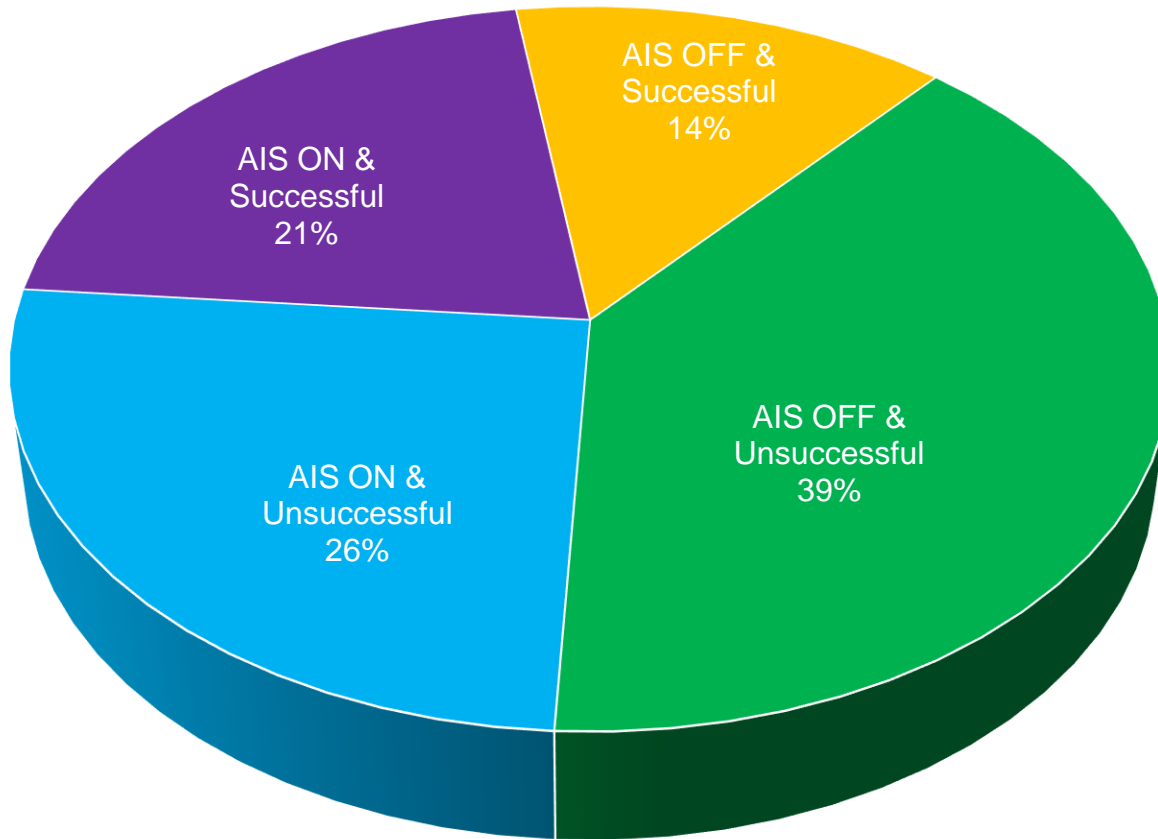
Observations and Assessments

Based on trending, the number of Houthi attacks on merchant vessels last week was average. Refer to the 'JMIC Guidance to Industry' slide.
Week-on-Week and Month-on-Month average displayed as red dotted line. This will be updated to reflect values for the current reporting period.



AIS Statistics

Attacks/Incidents Involving Merchant Vessels



Totals

Incidents:	94 ⁽¹⁾
AIS ON:	44
AIS OFF:	50
Successful ⁽²⁾ attacks:	33
Unsuccessful attacks:	61

⁽¹⁾ One incident with unknown details not included

⁽²⁾ "Successful" meaning attack with hit resulting in any damage to vessel

Serious Incidents⁽³⁾

Total number:	6
AIS ON:	4
AIS OFF:	2

⁽³⁾ 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 a vessel will be targeted. However, if targeted, based on the available data vessels with AIS off are less likely to be hit.



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	<p>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.</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	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.



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 the 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 the safety & security of the vessel and crew
 - ii. If AIS is turned off, consider altering course and speed to minimize tracking by Dead Reckoning
- d. Do not loiter when transiting the threat area and proceed with caution
- e. If contacted by any unrecognized organization:
 - 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 the 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 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 an Explosive Ordnance Disposal Team (EOD)
- i. Use of Best Management Practices (BMP) should be considered
 - i. Chain link fencing can be used to reduce the effects of an RPG

Maritime Industry is recommended to:

- a. Conduct a threat & risk assessment of all associated vessels and especially those that may have previous USA, UK or Israel ownership or associations *[to include recent port calls by vessels within the company and/or group structure]*
- b. Companies should plan and implement risk mitigation measures in advance of the furthest identified attack areas as depicted in the JMIC 'Overview of Incidents and Suspicious Activities' slide
- c. If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
- d. Ensure their managed vessels receive and follow the guidance for vessels
- e. Review digital footprint
- f. 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
- g. Open-source claims that vessels are targeted may not be factual
 - i. JMIC recommends verifying source for legitimacy



About Us

The 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.



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