



Joint Maritime Information Center

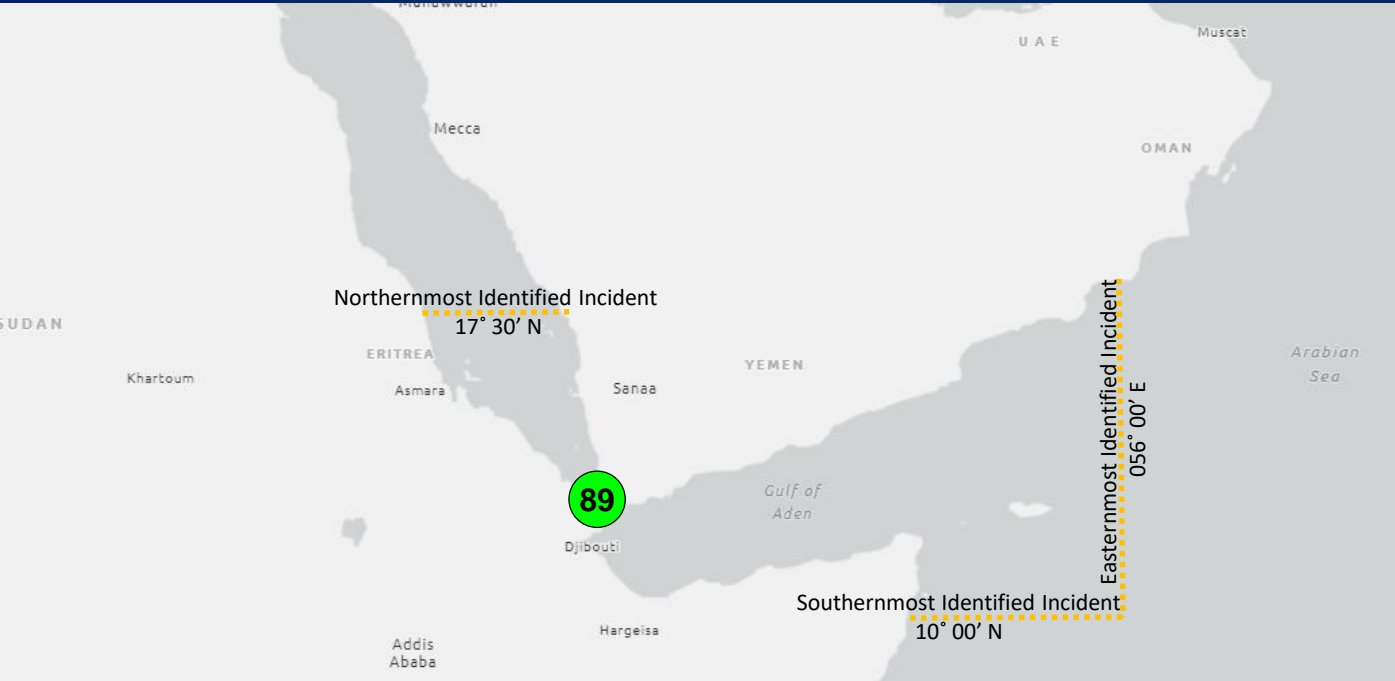


JMIC Weekly Dashboard Week 32

4th – 10th August 2024



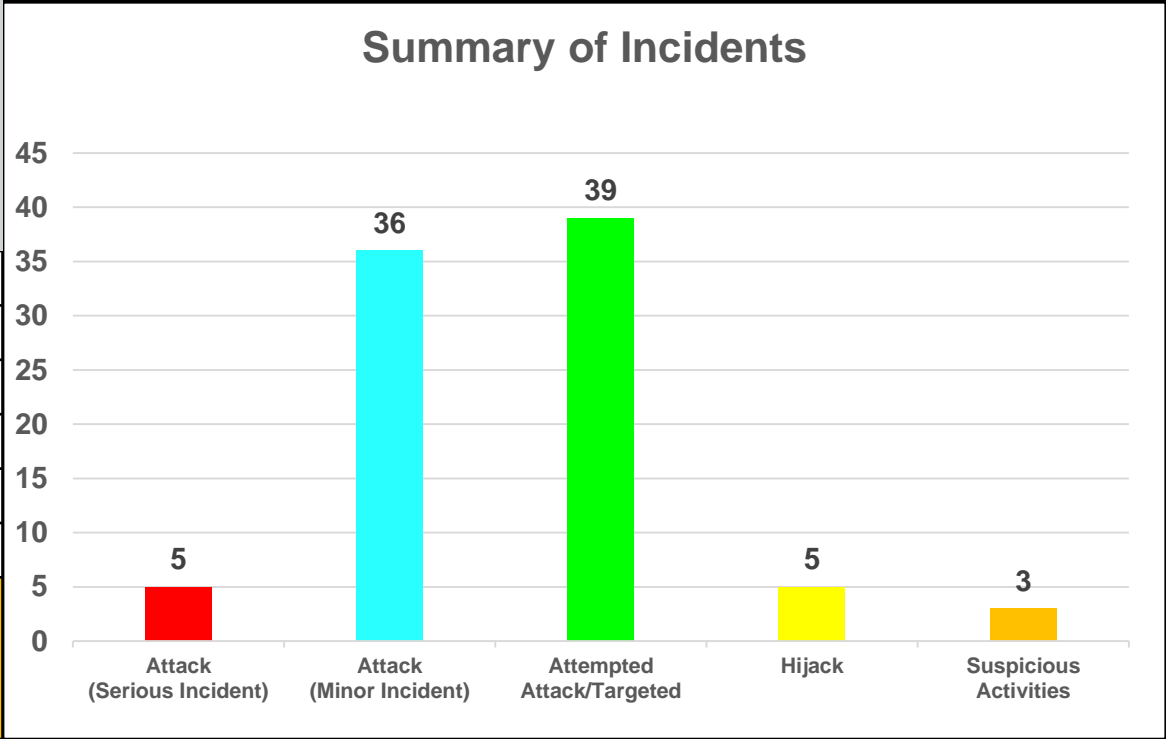
Weekly Executive Summary



Incident No.	Information Note No.	Vessel Name
89	08_AUG_2024 (2)	m/v DELTA BLUE

Weekly Assessment: There has been one attack during the last week. The trend continues towards vessels with no direct association to US, UK or 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.

Since 19 November 2023	
Total number of Incidents <i>(excluding coalition engagements)</i>	88 (1 new this week)
Total Mariners Killed	4 (0 new this week)
Total Mariners Severely Injured	2 (0 new this week)





JMIC Advisory Note

07 August 2024 | JMIC ADVISORY NOTE 07 AUG '24 (01)

This advisory note is to ensure seafarers remain vigilant and exercise caution within the Red Sea, Gulf of Aden and their approaches.

Despite a drop in attacks against merchant vessels over the last two weeks, the JMIC assesses that the Houthi capability and intent to target vessels **remains high** based on current Houthi messaging.

The JMIC urges vessels and maritime industry to continue utilizing best management practices and report anomalous or suspicious activities to the respective reporting centers (such as UKMTO). This information is critical to pattern-of-life assessment and creates greater situational awareness in the maritime for all stakeholders.

Examples may include:

- UAV sightings
- Loitering groups of dhows or skiffs with no indication of fishing activities
- Suspicious communications
- Any anomalous behavior no matter how trivial it may seem

It is the collective effort from all military and commercial maritime organizations that will reassure industry in the support of free flow of commerce and freedom of navigation.



Incident: (Multiple) Attempted Attacks/ Targeted

08 August 2024 | Delta Blue | Multiple Attacks | Bab Al-Mandeb & Southern Red Sea | JMIC Incident No. 89

There were various attacks on a Liberia-flagged crude oil tanker, DELTA BLUE (IMO: 9601235), while transiting the Bab al-Mandeb and Southern Red Sea.

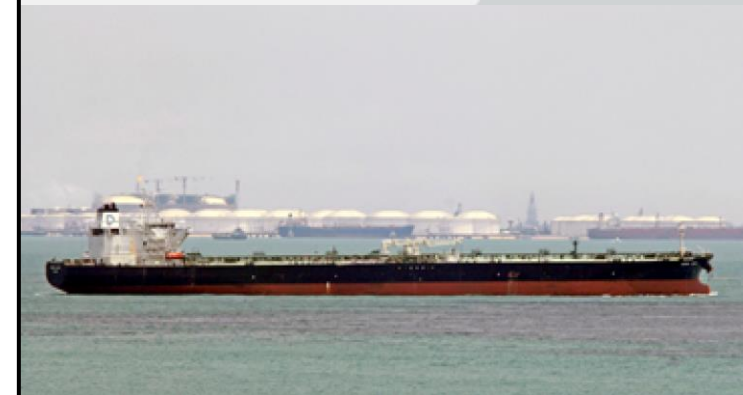
- 1) The first attack occurred 45 NM south of Al Mukha, Yemen on 08 AUG 2024 at 14:03 (UTC)
- 2) The second attack occurred 60 NM northwest of Al Mukha at 22:45 (UTC)
- 3) The third attack occurred 60 NM west-northwest of Al Hudaydah, Yemen on 09 AUG 2024 at 03:40 (UTC)
- 4) The fourth attack occurred 80 NM northwest of Al Hudaydah at 05:57 (UTC)

The JMIC has confirmed that m/v DELTA BLUE was subject to various attacks.

- 1) 14:03 UTC. The vessel was underway with AIS OFF when targeted by an RPG, fired from two small craft near the vessel, 45 NM south of Al Mukha, Yemen. The vessel reported an explosion 50-100 meters astern of the vessel. The vessel was not hit, reporting no damage.
- 2) 22:45 UTC. The Master reported a missile splashed 50 meters astern of the vessel, causing minor damage.
- 3) 03:40 UTC. The Master reported an attack by an Uncrewed Surface Vessel (USV). The Armed Security Team destroyed the USV.
- 4) 05:57 UTC. The ship's Master reported a missile that splashed in the water 30 to 40 meters from the starboard side amidships of the vessel.

All crew on board are safe (no injury reported). The vessel continues its voyage to its next port of call.

The JMIC has investigated and found no linkages to US/UK/Israel.



m/v DELTA BLUE



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	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			
MARCH	46	27/02/24	-			
	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	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			
	SI2	26/04/24	MSC ORION			
MAY	59	29/04/24	CYCLADES			
	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			
JULY	76	25/06/24	LILA LISBON			
	77	27/06/24	SEAJOY			
	78	28/06/24	DELONIX			
	80	30/06/24	SUMMER LADY			
	81	09/07/24	MAERSK SENTOSA			
	82	10/07/24	MOUNT FUJI			
	83	11/07/24	ROSTRUM STOIC			
	84	15/07/24	BENTLEY I			
AUGUST	85	15/07/24	CHIOS LION			
	86	19/07/24	LOBIVIA			
	87	20/07/24	PUMBA			
	88	03/08/24	GROTON			
	89	08/08/24	DELTA BLUE			

Incident Type (IT)

Attack (Serious Incident)

Attack (Minor Incident)

Attempted Attack/Targeted

Hijack

Suspicious Activities

Vessel Type (VT)

Bulk

Tanker

Passenger

Container

RORO

Assessed Association (AA)

Israel

UK

USA

No Direct Association

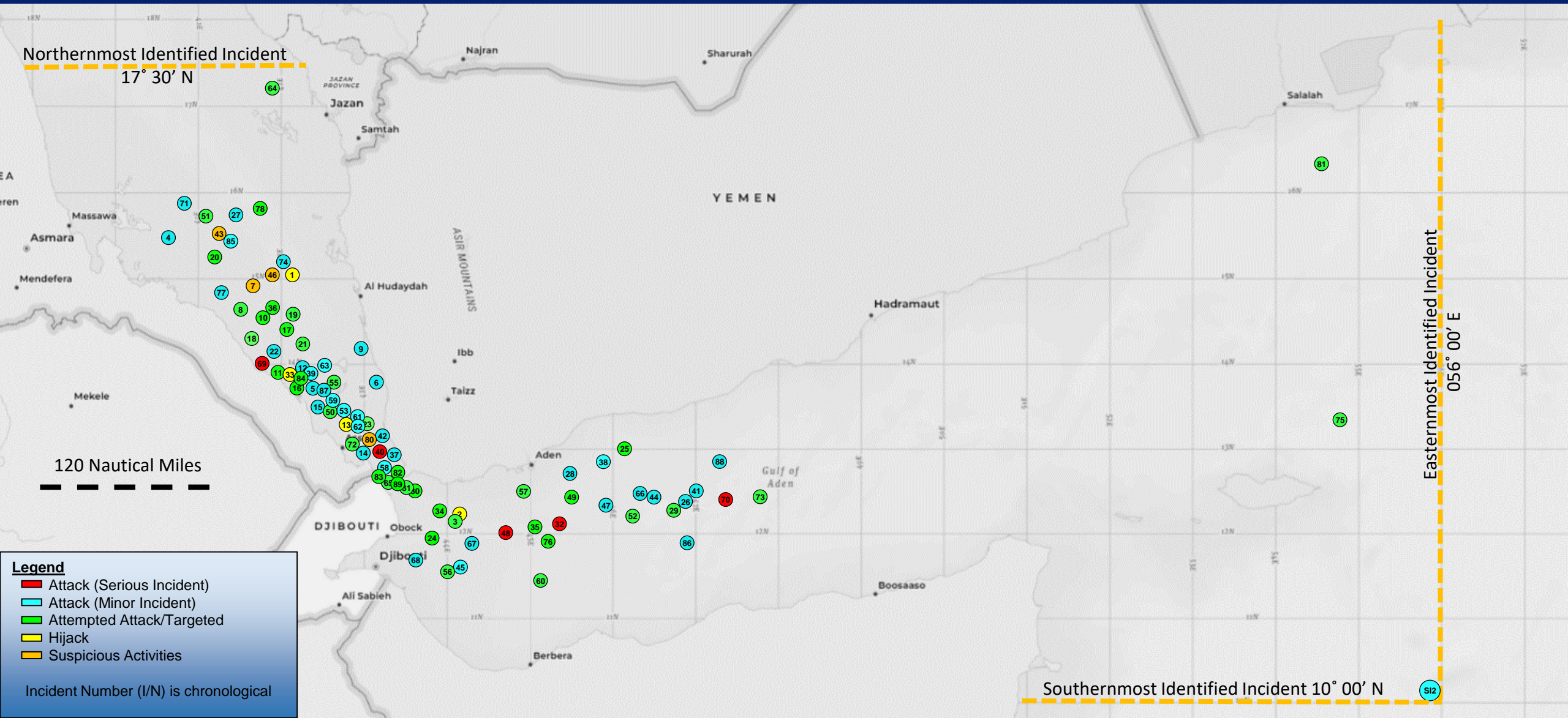
Outdated Association

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



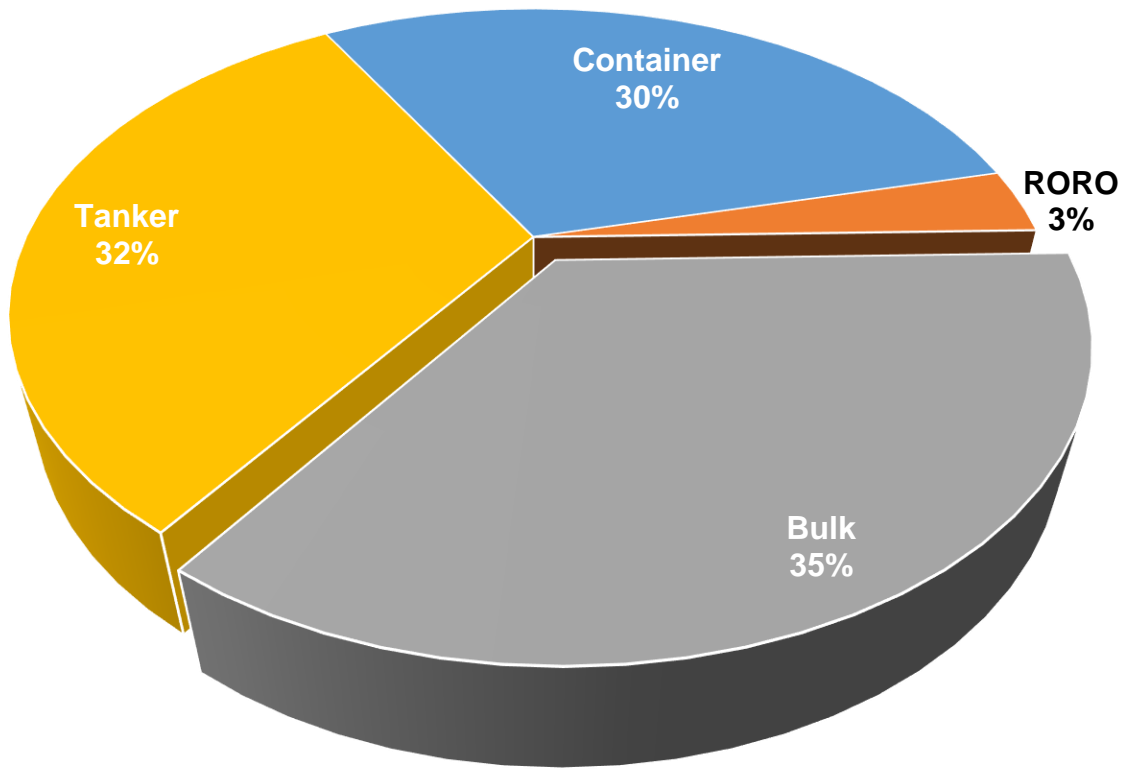
Overview of Incidents and Suspicious Activities Since 19th November 2023



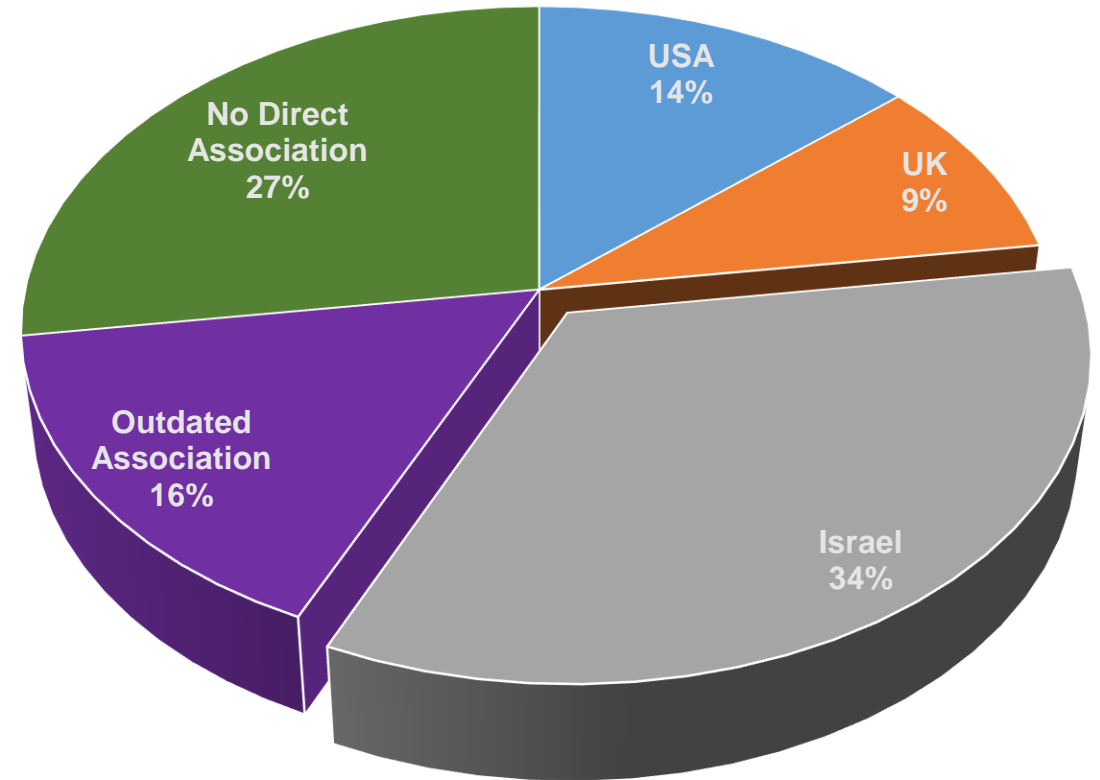


Incidents Involving Merchant Vessels Since 19th November 2023

Incidents by Vessel Type



Incidents by Assessed Association



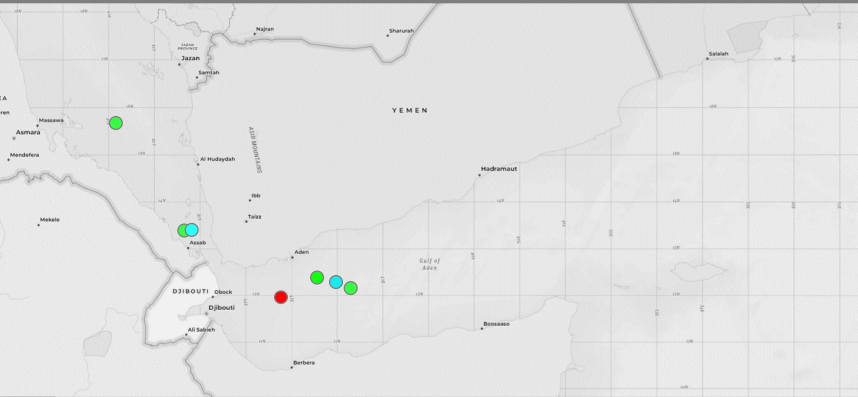
Observations and Assessments

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.

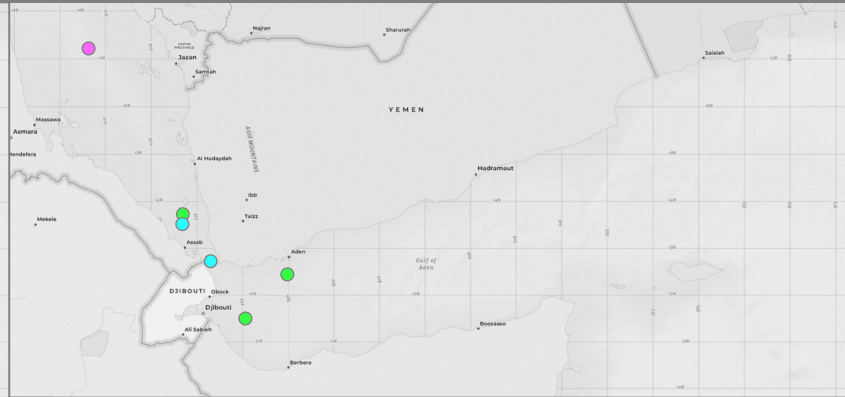


Month by Month Comparison of Incidents (Last 6 months)

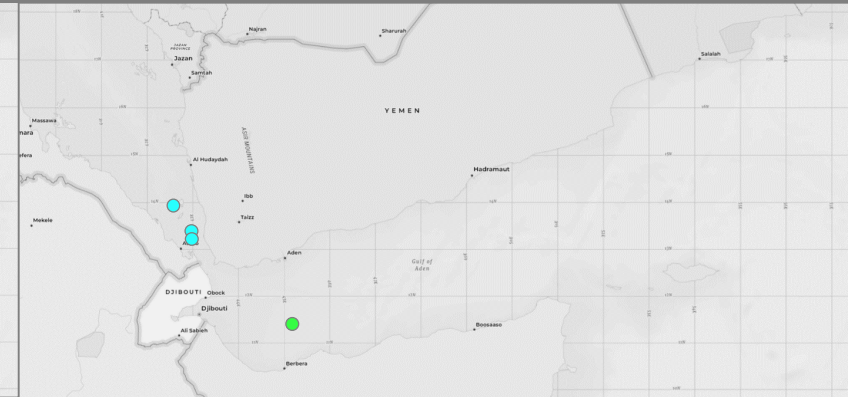
MARCH 2024 (7 Incidents)



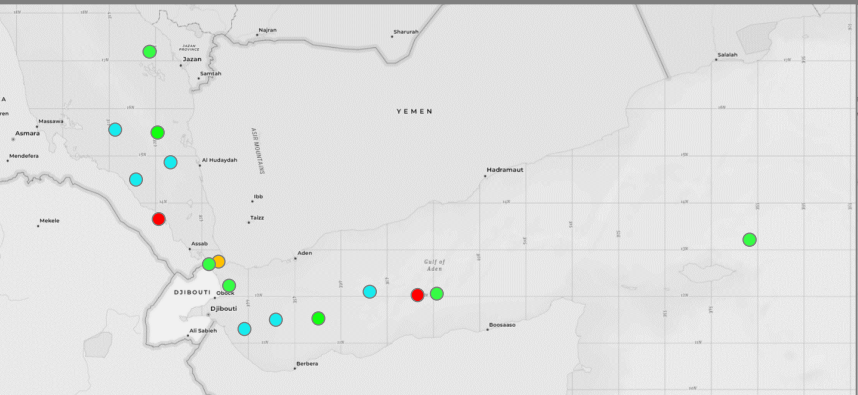
APRIL 2024 (6 Incidents)



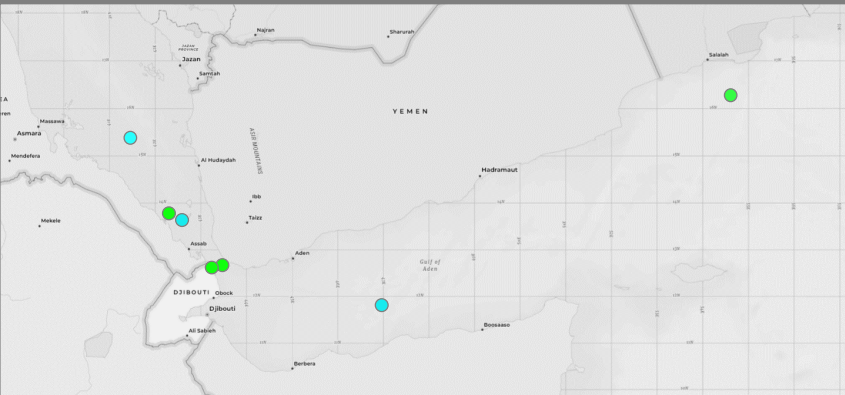
MAY 2024 (4 Incidents)



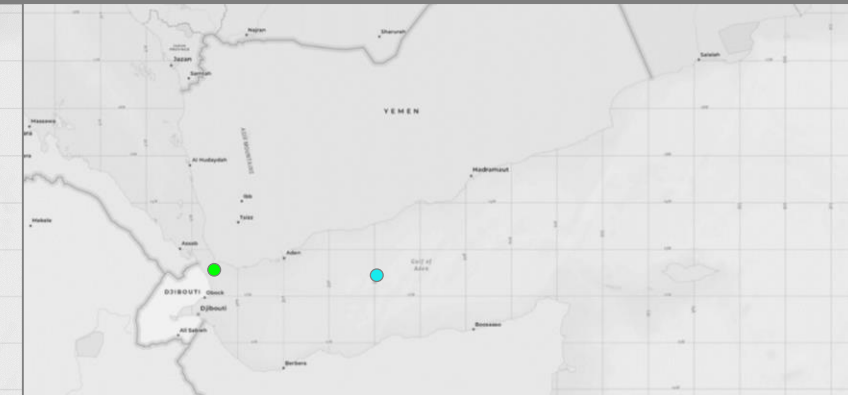
JUNE 2024 (16 Incidents)



JULY 2024 (7 Incidents)



AUGUST 2024 (2 Incidents as of 10th August)



Observations and Assessments

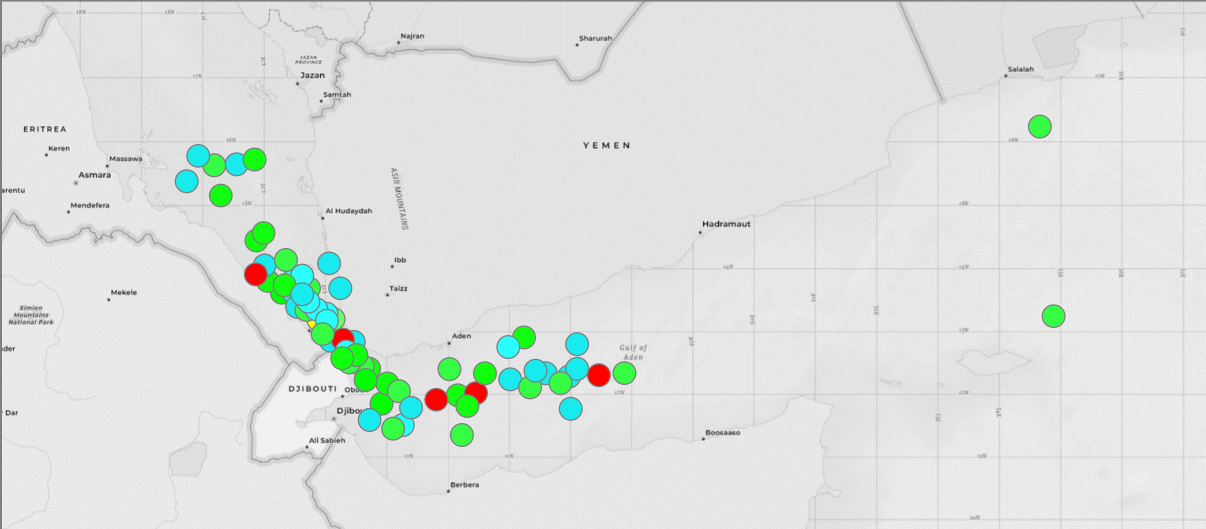
Over the last six months attacks have been consistently occurring both in Southern Red Sea and Gulf of Aden. The most recent development in the last two months sees attacks occurring east of the Gulf of Aden.



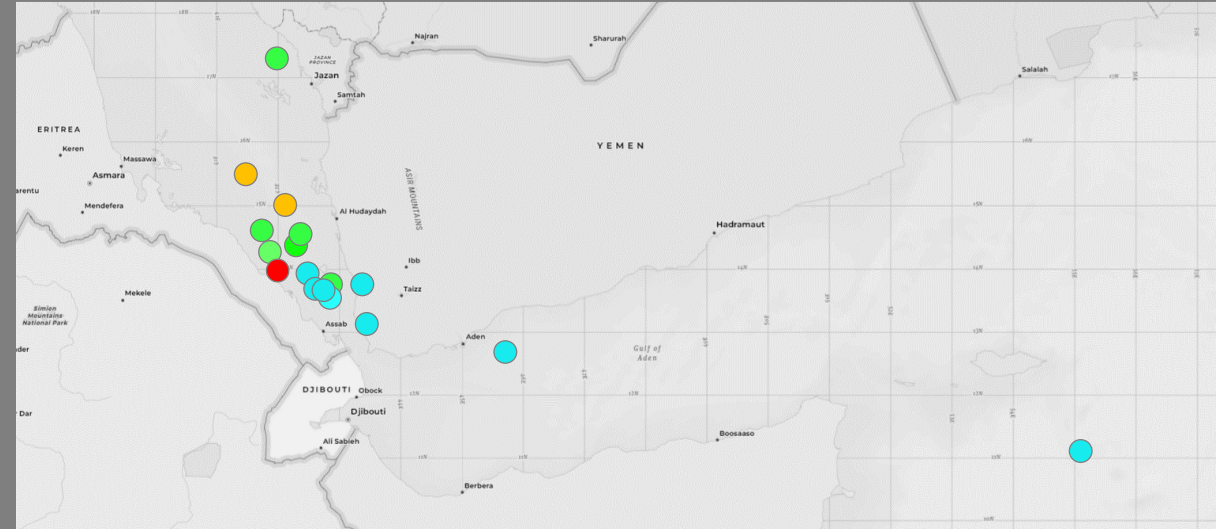
Incidents by Type since 19 November 2023

(including both successful and attempted attacks)

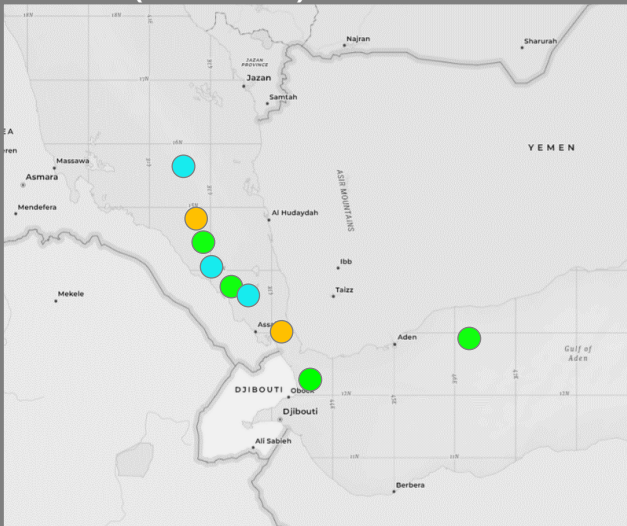
MISSILE (69 incidents)



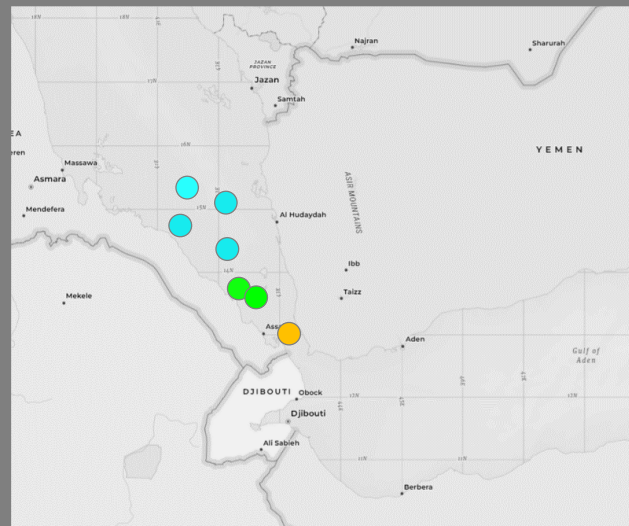
UAV (17 incidents)



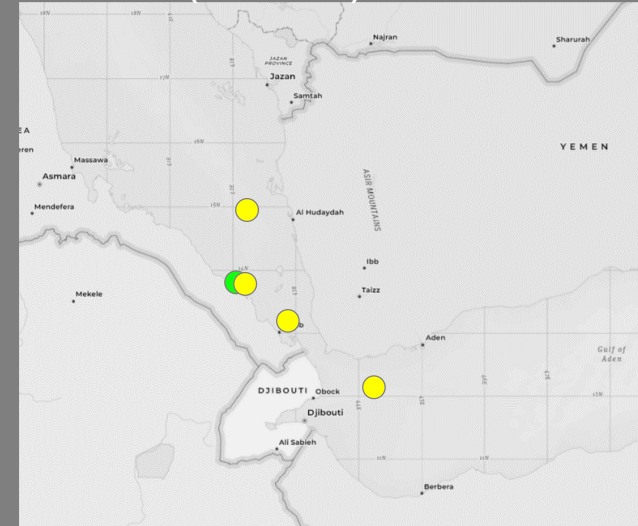
SKIFF (9 incidents)



USV (7 incidents)



HIJACK (5 incidents)

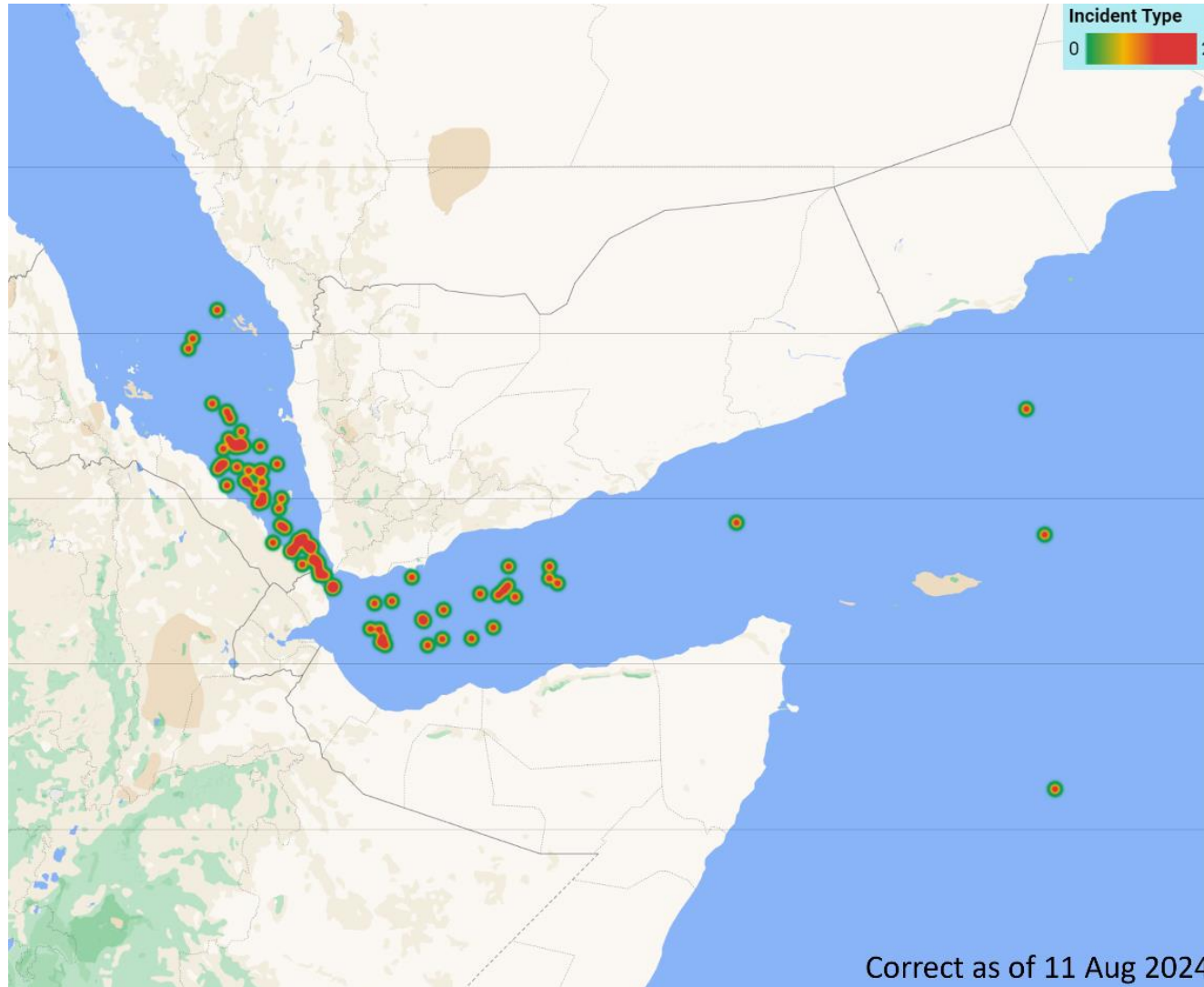


Note:

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



Heatmap of Incidents and Suspicious Activities Since 19th November 2023



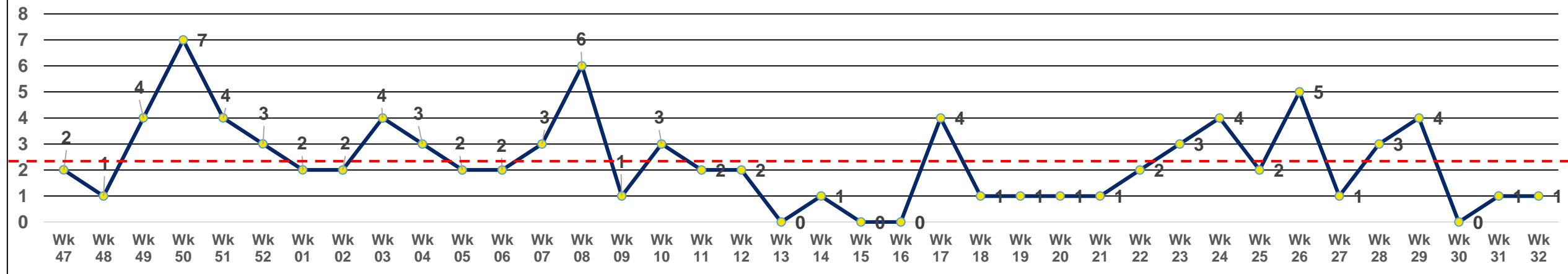
Note:

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

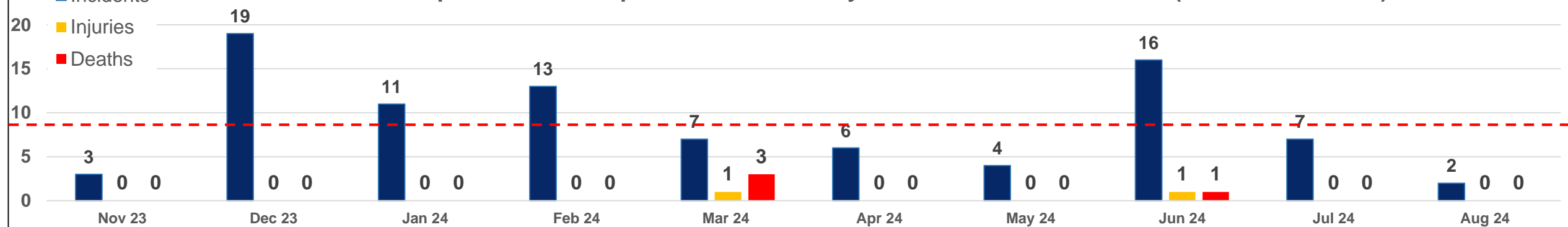


Trending of Incidents Involving Merchant Vessels

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

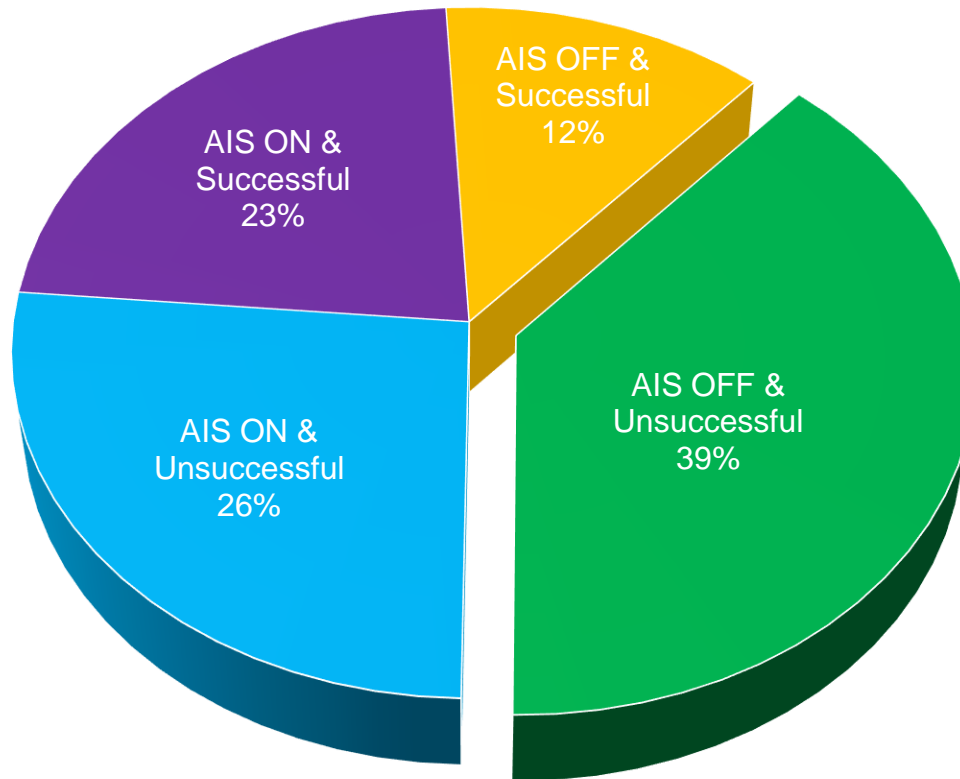
Based on trending, the number of Houthi attacks on merchant vessels last week was below average. Refer to the 'JMIC Guidance to Industry' slide.

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

Houthi Attacks on Merchant Vessels



Totals

Incidents:	88 ⁽¹⁾
AIS ON:	43
AIS OFF:	45
Successful ⁽²⁾ attacks:	31
Unsuccessful attacks:	57

⁽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:	5
AIS ON:	4
AIS OFF:	1

⁽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)

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