Joint Maritime Information Center

Update 079 to JMIC Advisory Note: 01 March – 02 August 2026

Regional Tension - Impact on Maritime Security

Area of Concern:

Middle East Maritime Region

JMIC# 001-26

Regional Threat Level: SEVERE

1. Confirmed Maritime Security Incidents List since last report

Date	Vessel	Vessel Type	Event Type	Location	Narrative
1 August 2026, UKMTO 101-26	Name withheld UFN	LNG Carrier	Attack	Strait of Hormuz, in Omani TTW, 11NM north east from the coast of Lima. The vessel was transiting eastbound.	An LNG tanker was struck by an unknown projectile at 2330 UTC on the July 31st while transiting outbound through the SoH. All crew were reported safe. The projectile struck the port side engine room, causing a fire which was extinguished. The vessel lost propulsion. Omani Coast Guard provided assistance. No environmental impact reported.
1 August 2026, UKMTO 102-26	Name withheld UFN	Tanker	Attack	Strait of Hormuz, in Omani TTW, 21NM northeast from the coast of Khasab. The vessel was transiting westbound.	A VLCC reported that at 2206 UTC July 31st the crew witnessed an unidentified projectile land in the water 5 meters from the vessel, on its starboard quarter. The crew stated they heard an explosion and could see flames on the water. The crew were reported safe. The vessel was not struck.

2. Operational Summary – Last 72 Hours

2A. Arabian Gulf (no change)

Traffic flows remained stable, with anchorage congestion unchanged across the region.

Navigational system interference and wider regional military activity continued to warrant caution, and recurring GNSS interference remained consistent with prior reporting; no new kinetic events have been reported in this period.

2B. Strait of Hormuz

Commercial traffic through the Strait of Hormuz remained at reduced levels. Independent tracking data indicated suppression with single-digit numbers of tankers in both directions.

Traffic patterns continued to reflect a cautious operator posture following earlier attacks, and several companies delayed or rescheduled passages. A notable portion of vessels transited with AIS-off, further reducing visible density and complicating situational awareness.

IRGC harassment activity persisted, including hailing, UAS overflight, and targeted surveillance of merchant shipping. These actions continue to demonstrate Iran's intent to assert presence along key transit lanes and maintain pressure on transiting vessels.

There remained a continued risk of drifting or uncharted mines in and near the TSS, with mine danger areas still active.

2C. Gulf of Oman

Traffic flows in the Gulf of Oman remained stable, with vessels maintaining heightened awareness amid ongoing naval activity.

Naval presence remained elevated due to blockade enforcement activity. CENTCOM stated that, as of July 31st, 30 commercial vessels had been redirected, two disabled, and two boarded for compliance verification. Previous kinetic enforcement of the Iranian-port blockade signifies a US commitment to blockade operations.

Vessels were expected to respond promptly to military queries and maintain AIS-on unless constrained by security threats. Operators continued to exercise caution due to regional strike activity, and ongoing IRGC monitoring of shipping in adjacent waters.

2D. Arabian Sea (No change)

The northern Arabian Sea remained calm with no confirmed maritime security incidents in this period. Naval forces continued routine patrols, and commercial traffic was transiting without disruption. The broader operating environment remained influenced by regional tensions.

2E. Gulf of Aden (No change)

Commercial traffic remained steady in the Gulf of Aden.

Threats associated with historical skiff activity and piracy-related approaches persisted, but no incidents were reported during the period. Operator caution remained elevated due to recent regional activity, though vessel movements continued without disruption

Vessels were advised to maintain BMP-compliant watchkeeping throughout the IRTC.

2F. Southern Red Sea & Bab el Mandeb

Commercial traffic continued to transit steadily through the Southern Red Sea and Bab el Mandeb; however, the security posture shifted following previous confirmed Houthi attack on a Saudi-flagged tanker. The incident demonstrates a renewed willingness and capability by Houthi forces to target specified merchant shipping.

Houthi forces have reiterated claims that the Bab el Mandeb is closed to Saudi-affiliated vessels, and recent messaging continues to emphasize hostile intent toward vessels perceived as linked to Saudi interests.

The Houthi-controlled Humanitarian Operations Coordination Center (HOCC) in Sana'a issued an official clarification reaffirming that passage through the Bab el-Mandeb Strait remains free of charge for non-Saudi and non-coalition vessels. The HOCC rejected reports of planned transit tolls, characterizing their routing clearance as a voluntary coordination service and warning commercial operators against unauthorized third-party fee solicitations.

Saudi Arabia is standing up a 43-nation defensive maritime coalition in response to Houthi threats against Saudi-linked shipping. The coalition will focus on freedom of navigation, energy security, joint patrols, threat monitoring, and intelligence sharing across the Red Sea, Bab el-Mandeb, and Gulf of Aden. Initial effects are likely to focus on shared maritime domain awareness before full patrol interoperability.

Open-source data tracking Bab el Mandeb transits with AIS-on declined (recent daily averages in the 20–40 range with day-to-day fluctuation). Coalition naval units are present in the area.

2G. Somali Coast and Somali Basin (No change)

No piracy incidents were reported in this period. Three merchant vessels remain held:

• Oil/products tanker – held since 21 April 2026

• General cargo / cement carrier – held since 26 April 2026

• Oil tanker – held since 02 May 2026; taken 10 NM off the Yemen coast and diverted toward Somali waters; status unconfirmed.

2H. Northern Red Sea & Suez Canal (No change)

No confirmed attacks or disruptions were reported in this period. Suez Canal transits continue normally. Reports of elevated GNSS interference persist in the vicinity of Yanbu, though without operational impact on traffic flow.

2I. Eastern Mediterranean

No confirmed maritime attacks have been reported in this period; however, previous events listed below in the Confirmed Maritime Security Incidents List remain under investigation. Periodic electronic and navigational interference continued near Cyprus and the Levant. Naval presence remained, and vessels were advised to maintain prudent separation from military units.

3. Regional Threat overview

JMIC Threat Scale: Low | Moderate | Substantial | Severe | Critical

Region	Threat Level	Notes
Arabian Gulf	MODERATE	Navigation interference and residual kinetic risk persist; an attack is possible but not likely under current conditions.
Strait of Hormuz	SEVERE	Recent Iranian attacks, the threat level at SEVERE, with deliberate hostile action assessed as highly likely under current conditions. Navigation interference persists, and mine-risk reporting remains relevant within and adjacent to the TSS. The threat environment remains heightened and warrants increased vigilance. IRGC attacks, hailing, and routing pressure continue, particularly for AIS-on vessels.
Gulf of Oman	SUBSTANTIAL	Residual strike-linked risk keeps the threat level at SUBSTANTIAL, and an attack is a strong possibility under current conditions. Naval presence remains visible, with ongoing monitoring, hailing, and verification queries, particularly near approaches to the Strait of Hormuz. Enforcement activity poses no direct impact to neutral shipping transits in the Gulf of Oman. Electronic interference continues to present a credible concern for operators.
Arabian Sea	MODERATE	Residual conflict-linked risk persists, but no attacks have been reported, and current indicators suggest no imminent change to the threat environment.
Gulf of Aden	SUBSTANTIAL	Piracy-related events keep the threat level as SUBSTANTIAL, with PAG activity a strong possibility in coastal approaches, transit corridors, and established small-craft areas. Southwest monsoon conditions limit offshore skiff operations, but coastal and sheltered zones remain conducive to opportunistic movement. Vessels should maintain heightened vigilance, uphold BMP-compliant posture, and report suspicious activity to UKMTO.
Bab el-Mandeb / Southern Red Sea	SUBSTANTIAL	The threat level has been raised to SUBSTANTIAL following the suspected Houthi attack on a Saudi-flagged tanker in the Southern Red Sea. The strike demonstrates active targeting capability and a clear willingness to engage merchant shipping. Houthi messaging continues to assert that the Bab el Mandeb is closed to Saudi-affiliated vessels, reinforcing hostile intent toward vessels perceived as linked to Saudi interests. Forward-deployed missile and drone systems near Bab el Mandeb remain in place, and regional reporting indicates the group has been instructed to remain prepared to disrupt the Red Sea oil route should broader escalation occur. Based on the recent attack, sustained intent, and maintained capability, additional attacks are assessed as strong possibility.
Somali Coast / Somali Basin	MODERATE	PAG activity remains possible; monsoon conditions restrict offshore skiffs but coastal opportunism persists.
Northern Red Sea / Suez Canal	MODERATE	No attacks or disruptions reported. Suez Canal operations remain normal. Periodic EMI/GNSS interference remains possible.
Eastern Mediterranean	LOW	Localized EMI/GNSS disruptions persist, and regional naval presence remains steady. No maritime attacks or hostile approaches have been reported, and the threat to commercial shipping is assessed as unlikely; however, local authorities are conducting an investigation with respect to UKMTO advisories 099-26 and 100-26.

JMIC Regional Threat Levels

Threat Level	Definition
Low	An attack is highly unlikely
Moderate	An attack is possible but not likely
Substantial	An attack is a strong possibility
Severe	An attack is highly likely
Critical	An attack is almost certain

4. Maritime Incidents & Traffic Assessment

4A. Confirmed Vessel Incidents (Since 1 March)

Total of 78 incidents since 1 March; two incidents since the last report.

4B. Infrastructure Incidents (Last 72 Hours) (No change)

No attacks on ports or maritime infrastructure reported.

The overall risk remains MODERATE, driven by the potential for renewed kinetic activity and ongoing uncertainty along Iranian coastal areas. Recent UAS activity continues, and while regional strikes have occurred outside the maritime domain, no indications of targeting port or maritime infrastructure have been confirmed.

4C. Traffic Trends

- Strait of Hormuz:
    - Historical average: ~138 vessels/day (2025 baseline)
    - U.S. – facilitated SoH transits 31 July - 01 August (past 72 hours): 40

** Metrics are drawn from two separate sources: U.S. NCAGS data reflecting U.S.-facilitated Strait of Hormuz transits only, and S&P Maritime/SeaVision data reflecting non-facilitated vessel traffic for cargo carrying vessels above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.*

- Bab el-Mandeb:
    - Historical average: ~61 vessels/day (2023 baseline)
    - Vessel transits in past 30 July – 01 August (past 72 hours): 93

** Metrics are drawn from S&P Maritime for cargo carrying vessels above 1,000 deadweight tons.*

4D. Port & Anchorage Congestion (No change)

High vessel density persists across major Arabian Gulf anchorages, with overall congestion remaining stable following an earlier outbound surge. Over the last 72 hours, Strait of Hormuz traffic continued at reduced levels. Flows remain below pre-conflict levels, with the previously observed moderate decline now stable.

Periodic repositioning within anchorages remains advisable to avoid long-term predictability and to maintain safe separation in congested areas.

4E. GNSS / AIS Interference

GNSS interference remains consistent across the Strait of Hormuz approaches, the Gulf of Oman, the Arabian Gulf. The residual GNSS/EMI hazard across the Red Sea corridor continues. Elevated

electronic interference persists in the vicinity of Yanbu. Intensity remains as lower and more intermittent than concurrent activity in the Strait of Hormuz and the Arabian Gulf. No reports of a new, continuous, or high-intensity electronic interference event producing navigational disruption in the reporting period.

5. Outlook (24–48 Hours)

5A. Arabian Gulf (No change)

The operating environment is assessed as moderate, with continued navigational system interference and residual kinetic risk. An attack is possible but not likely under current conditions. Rapid, short-notice actions near Iranian coastal waters and anchorages remain possible.

Vessels stationary for extended periods, or maintaining AIS-on while static, may still face elevated targeting risk.

5B. Strait of Hormuz (No change)

Maritime traffic through the Strait of Hormuz is expected to remain at reduced levels across both the northern Iranian-controlled route and the southern Omani corridor. However, a recently announced cancellation of strikes on Iran and the potential for a negotiated settlement may provide an opportunity for un-harassed transits. Operator caution should continue, driven by a series of vessel attacks, ongoing U.S. blockade enforcement, and elevated regional tension.

The U.S. blockade of Iranian ports continues to be enforced. Unauthorized entry or departure may result in interception or force. Neutral transit is permitted, but vessels should expect visit-and-search checks, strong U.S. naval presence, persistent IRGC monitoring, and increased VHF hails. A 30 NM standoff from U.S. units is advised to reduce misidentification risk.

A vetted humanitarian-cargo exemption remains in place, requiring submission to NAVCENT NCAGS. Approved vessels may transit to Iranian ports but remain subject to inspection and may not load cargo in Iran beyond fuel and stores.

The regional threat level is assessed as SEVERE, with deliberate hostile action considered highly likely under current conditions. Vessels transiting with AIS-on can expect to receive directed hails instructing them to divert toward the northern Iranian-controlled route.

Navigation interference persists, and mine-risk reporting remains relevant within and adjacent to the TSS. Clearance and mine-surveying operations continue throughout the Strait of Hormuz, with updated coordinates and graphics available from NAVCENT NCAGS (m-ba-navcent-ncags@us.navy.mil). Vessels should remain vigilant and maintain heightened situational awareness during all approaches.

5C. Gulf of Oman (No change)

The threat level remains SUBSTANTIAL, driven by residual strike-linked risk, and an attack is a strong possibility under current conditions. Naval presence remains elevated, with continued monitoring, hailing, and verification queries, particularly near approaches to the Strait of Hormuz.

The U.S. blockade continues to be enforced. Unauthorized entry or departure may result in interception or force. Neutral transit is permitted, but vessels should expect visit-and-search checks, strong U.S. naval presence, persistent IRGC monitoring, and increased VHF hails. A 30 NM standoff from U.S. units is advised, as well as ensuring continuous monitoring of VHF Channel 16, to reduce misidentification risk.

Electronic interference continues to present a credible concern. The operating environment requires heightened situational awareness throughout all approaches.

5D. Arabian Sea (No change)

No significant change in the operating environment. The regional posture remains stable, with no confirmed maritime attacks reported. Residual risk persists due to broader regional tensions; an attack is possible but not likely, and current indicators do not suggest any shift toward increased threat levels in the near term.

5E. Gulf of Aden (No change)

The threat of hostile small-craft activity remains elevated, with intermittent skiff presence still assessed as possible in the wider area despite the seasonal monsoon. Small-craft groups retain the capability to conduct aggressive close-approach behaviour, underscoring the need for sustained vigilance throughout the IRTC and adjacent coastal zones.

The operating environment continues to support opportunistic movement in coastal and sheltered areas, particularly within established small-craft operating zones. Southwest monsoon conditions remain firmly established, with coastal waters offering favorable conditions for small-boat activity. Fresh to strong easterly winds and 2.0–3.0 m seas in open waters further degrade offshore conditions, narrowing operating windows for extended-range skiff activity. Skiff mobility remains possible nearshore, while offshore operations are increasingly constrained.

5F. Southern Red Sea / Bab el Mandeb (No change)

Houthi messaging remains elevated, including the formal 20 July declaration of a maritime blockade targeting Saudi-linked vessels. The scope of the announcement remains selective, but the recent attack on a tanker — and subsequent Houthi strikes on Saudi oil facilities along the Red Sea coast — demonstrate both intent and capability to target Saudi-affiliated assets. This marks a clear shift from rhetoric to operational employment.

In the near term, commercial routing for non-Saudi-linked vessels is expected to continue through established lanes, though operators may adopt heightened caution and adjust speed, timing, or onboard posture. A reduction in traffic involving Saudi port calls or vessels perceived as Saudi-linked is possible as operators reassess exposure. Broader commercial flows may show moderate short-term variability as companies evaluate alternative routing options.

The environment remains dynamic, and vessels should anticipate closer monitoring and potential short-notice navigational adjustments. GNSS interference is expected to persist as a residual hazard, with periodic effects extending from the central Red Sea into the southern sector.

For general commercial traffic, no coordinated or imminent hostile action is indicated, though within the broader threat picture additional attacks are assessed as a strong possibility.

5G. Somali Coast and Somali Basin (No change)

PAG activity remains possible across the Somali Coast and Somali Basin, with overall likelihood assessed as MODERATE. Southwest monsoon conditions continue to degrade offshore environments, with 2.0–3.0 m seas and moderate to strong so restricting extended-range skiff operations.

Despite monsoon onset, coastal waters remain comparatively sheltered, sustaining residual opportunistic piracy risk in nearshore areas where small-boat activity remains feasible.

5H. Northern Red Sea / Suez (No change)

The environment remains stable with no indicators of maritime escalation. Periodic EMI and GNSS disruptions are likely to continue.

5J. Eastern Mediterranean

On July 29th, 2026, Egypt's cabinet confirmed drone strikes occurred at Egypt's Damietta port (Mediterranean coast, near Suez approaches). The attack struck the floating storage and regasification unit (FSRU) Energos Winter; fire spread and also affected the nearby LNG carrier GasLog Salem. Fires were extinguished, no casualties reported, vessels were moved offshore, and the wider port continued limited operations. No group claimed responsibility. This incident is the subject of the referenced UKMTO advisories 099-26 and 100-26 for serialization purposes but will not be published as they fall outside the UKMTO geographic VRA.

The operating environment in the wider Eastern Mediterranean remains otherwise stable, with the baseline threat level previously assessed as LOW. Periodic electronic and navigational interference may still be encountered near Cyprus and the Levant. Naval presence remains, and vessels should maintain prudent separation from military units. The Damietta event introduces a new, confirmed kinetic risk to energy shipping and port infrastructure in Egyptian Mediterranean waters, which might raise concerns about potential spillover closer to the Suez Canal approaches.

Industry Guidance for Safe Management of Vessel Transit through the Strait of Hormuz:

https://www.maritimeglobalsecurity.org/media/vkaa3pjr/2026-05-20-guidance-strait-of-hormuz.pdf

ANNEXES
Transit comparisons

CARGO VESSELS TRANSITS COMPARISON

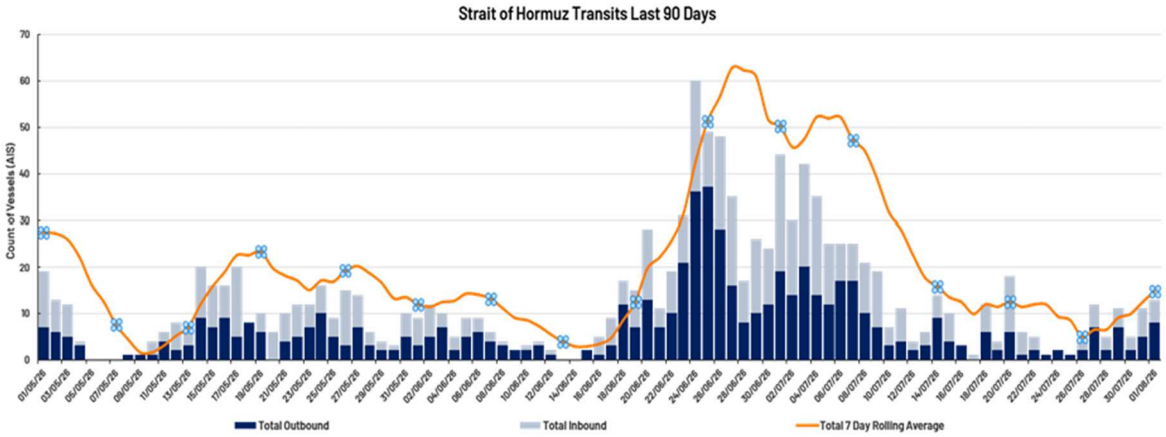
Date	26-July	27-July	28-Jul	29-Jul	30-July	31-July	1-August
SoH E	1	2	1	3	0	2	0
SoH W	0	0	1	1	0	2	0
SoH Total	**1**	**2**	**2**	**4**	**0**	**4**	**0**
BAM NW	8	10	9	13	10	7	9
BAM SE	12	11	10	11	14	10	12
BAM Total	**20**	**21**	**19**	**24**	**24**	**17**	**21**

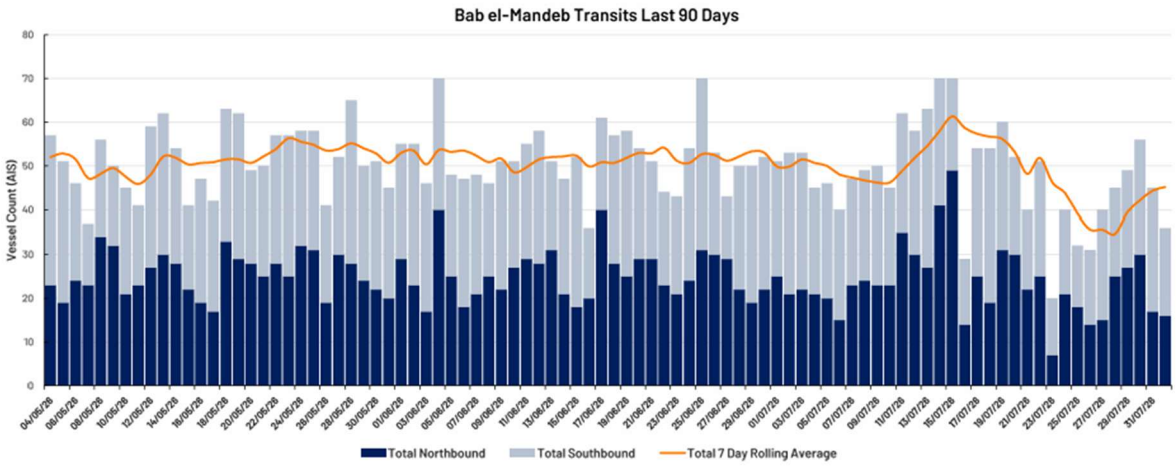
TANKERS (ALL TYPES) TRANSITS COMPARISON

Date	26-July	27-July	28-Jul	29-Jul	30-July	31-July	1-August
SoH E	2	0	0	2	0	2	3
SoH W	0	0	0	2	2	1	0
SoH Total	**2**	**0**	**0**	**4**	**2**	**3**	**3**
BAM NW	3	2	10	6	12	3	4
BAM SE	4	9	5	5	5	2	5
BAM Total	**7**	**11**	**15**	**11**	**17**	**5**	**9**

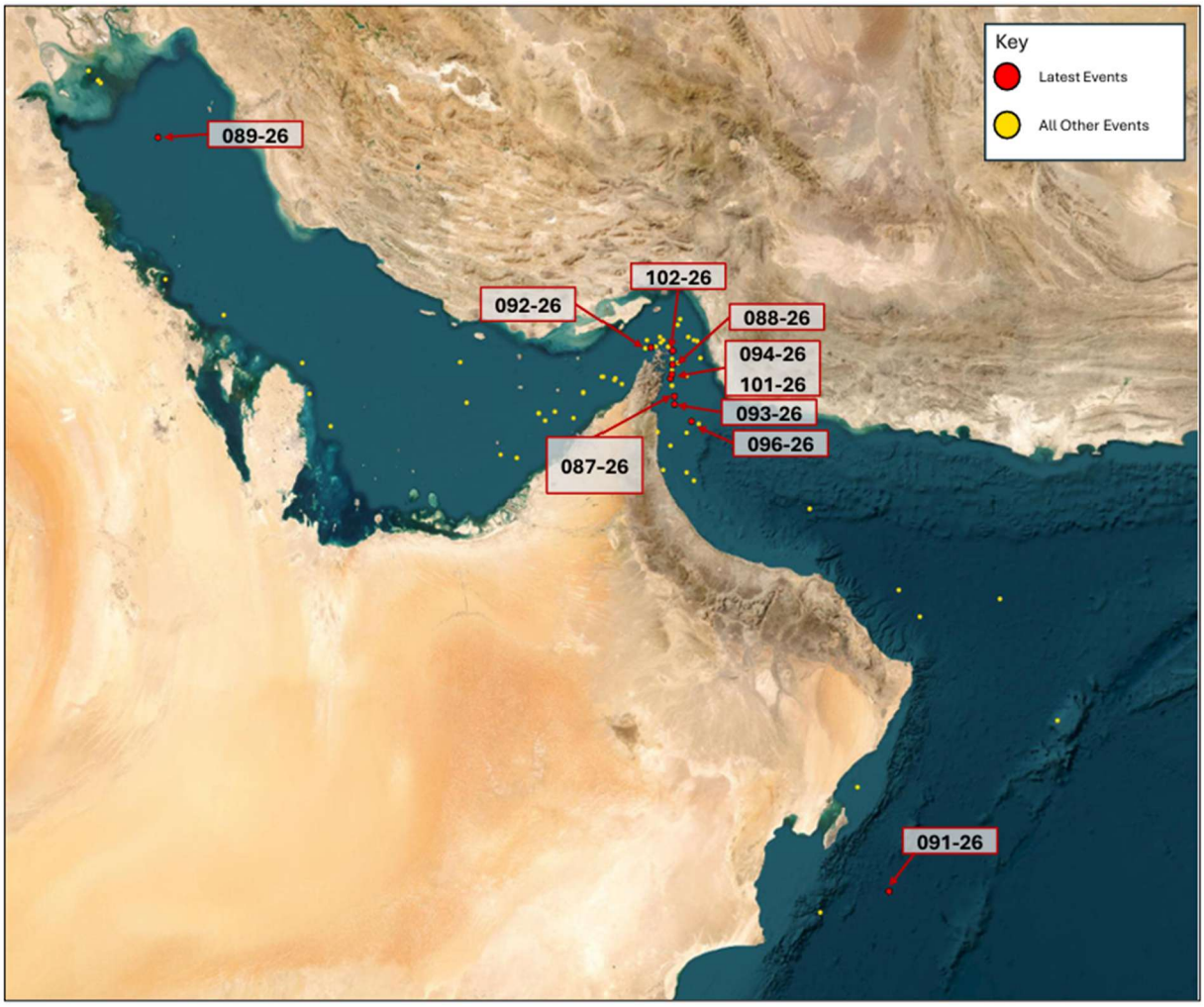
** Metrics are drawn from two separate sources: U.S. NCAGS data reflecting U.S.-facilitated Strait of Hormuz transits only, and S&P Maritime / SeaVision data reflecting non-facilitated vessel traffic above 1,000 deadweight tons, excluding vessels calling Iranian ports adjacent to the Strait of Hormuz.*

UKMTO transits

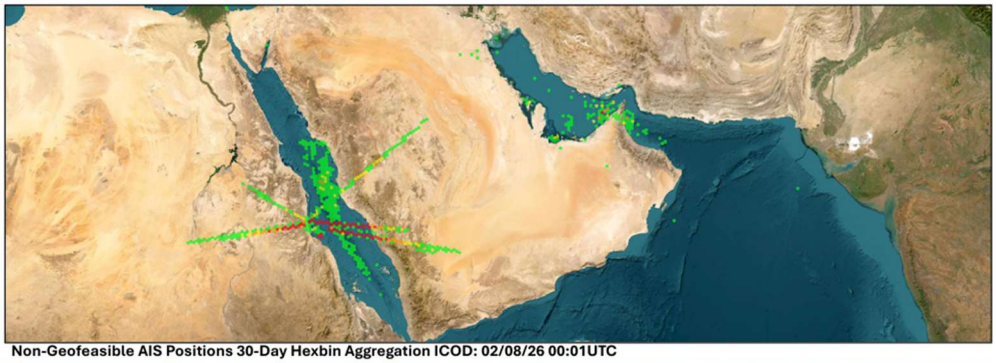




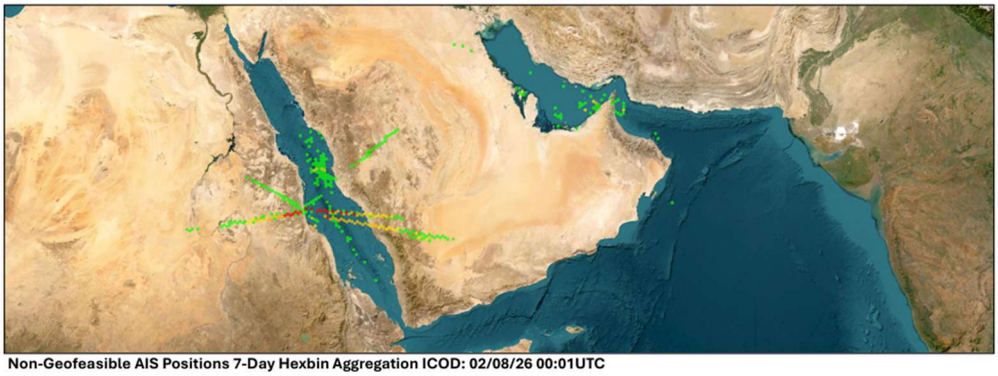
UKMTO Strait of Hormuz – Latest incidents



UKMTO VRA AIS Anomalies



Non-Geofeasible AIS Positions 30-Day Hexbin Aggregation ICOD: 02/08/26 00:01UTC



Non-Geofeasible AIS Positions 7-Day Hexbin Aggregation ICOD: 02/08/26 00:01UTC

Confirmed Maritime Security Incidents List since 28 February

Date	Vessel	Vessel Type	Event Type	Location	Summary
01 Mar 2026 - UKMTO 004-36	SKYLIGHT	Tanker	Attack	Strait of Hormuz	Vessel struck by projectile while at anchor causing fire; crew evacuated with injuries reported.
01 Mar 2026 - UKMTO 006-36UKMTO 005-26	HERCULES STAR	Tanker	Attack (serious)	Strait of Hormuz	Vessel struck by projectile while transiting outbound; fire reported onboard.
01 Mar 2026 - UKMTO 006-26	OCEAN ELECTRA	Bulk	Attack (serious)	Arabian Gulf	Projectile detonated in close proximity while vessel was transiting westbound; no damage reported.
01 Mar 2026 - UKMTO 007-36	MKD VYOM	Tanker	Attack (serious)	Gulf of Oman	Vessel struck by projectile (USV) while transiting northbound causing fire; one fatality reported.
01 Mar 2026 - UKMTO 008-26	STENA IMPERATIVE	Tanker	Attack (serious)	Bahrain	Vessel struck by two projectiles while in drydock causing fire and damage.
03 Mar 2026 - UKMTO 009-26	PELAGIA	Bulk	Near Miss	Gulf of Oman	UAV observed near vessel before impacting water nearby; no damage reported.
03 Mar 2026 - UKMTO 010-26	GOLD OAK	Bulk	Attack (serious)	Gulf of Oman	Vessel struck by projectile while at anchor causing structural damage; crew safe.
03 Mar 2026 - UKMTO 011-26	LIBRA TRADER	Tanker	Attack (serious)	Gulf of Oman	Vessel struck by projectile while anchored; damage reported.
04 Mar 2026 - UKMTO 012-26	SAFEEN PRESTIGE	Container	Attack (serious)	Strait of Hormuz	Explosion was reported near stern following approach by small craft; crew abandoned vessel.
04 Mar 2026 - UKMTO 013-26	MSC GRACE	Container	Near Miss (serious)	Arabian Gulf	Projectile detonated approximately 1 NM from vessel while drifting.
06 Mar 2026 - UKMTO 015-26	MUSSAFAH 2	Tug	Attack (serious)	Strait of Hormuz	Vessel struck by projectiles while supporting operations with SAFEEN PRESTIGE.
07 Mar 2026 - UKMTO 016-26	ARABIA III	Offshore Rig	Attack (serious)	Arabian Gulf	Drilling rig struck by UAV causing injuries and evacuation of personnel.
10 Mar 2026 - UKMTO 017-26	GH KAHLO	Bulk	Near Miss	Arabian Gulf	The Master reports witnessing a splash and hearing a loud bang in proximity of a bulk carrier.
10 Mar 2026 - UKMTO 018-26	ONE MAJESTY	Container	Attack (serious)	Arabian Gulf	Vessel struck by projectile at stern causing possible structural damage.
11 Mar 2026 - UKMTO 020-26	STAR GWYNETH	Bulk Carrier	Attack (serious)	Arabian Gulf	Projectile strike caused breach in cargo hold and adjacent ballast tanks resulting in listing.
11 Mar 2026 - UKMTO 021-26	SAFESEA VISHNU	Tanker	Attack (serious)	Northern Arabian Gulf (STS area)	Struck by projectile while conducting STS operations; fire onboard and casualty reported.
11 Mar 2026 - UKMTO 021-26	ZEFYROS	Tanker	Attack (serious)	Northern Arabian Gulf (STS area)	Struck by projectile during STS operations causing significant fire.
12 Mar 2026 - UKMTO 022-26	SOURCE BLESSING	Container	Attack	Arabian Gulf (North of Jebel Ali)	Projectile struck accommodation block causing fire; crew safe.

17 Mar 2026 - UKMTO 023-26	Name withheld UFN	LPG Carrier	Suspicious activity	Approx 23 NM of the coast of UAE	Vessel was subjected to falling debris from drone or Missile Interception minor structural damage, no fire; crew safe.
18/03/2026 - UKMTO 024-26	Name withheld UFN	Chemical products tanker	Attack	Vessel in TTW of UAE, 11NM off the coast	Hit by unknown projectile and caught fire. Crew of 16, 15 rescued and one crew member unaccounted for.
19/03/2026 UKMTO 025-26	Name withheld UFN	Tug, Multipurpose Offshore vessel	Suspicious activity	Inner anchorage at Ras Laffan Port, approx 4 NM out.	Debris from a drone impacted on board, resulting in damage to the bridge window. No injuries to personnel and no structural damage to the vessel have been reported.
21/03/2026 UKMTO 026-26	Name withheld UFN	Bulk carrier	Suspicious activity	Arabian Gulf, approx 12 NM from the coast of UAE.	Vessel crew heard an explosion and observed a fire for a short period approx 1300 meters from vessel, crew of 24 safe.
30/03/2026 UKMTO 028-26	EXPRESS ROME	Container	Suspicious activity	Transiting eastbound via the Arabian Gulf, 22NM from Saudi Arabia	2 missiles splash into the water approximately 50 – 100 meters on the starboard side of the vessel. No damage and all crew are safe
30/03/2026 UKMTO 029-26	Al SALMI	Crude oil Tanker	Suspicious activity	Stationary, 31NM from the coast of UAE, Arabian Gulf.	Vessel was hit by an unknown projectile. There was a fire located in the STBD side cargo tank, fire was extinguished. Crew safe.
31/03/2026 UKMTO 030-26	AQUA 1	Tanker	Suspicious activity	Stationary 12NM from the coast of Qatar.	Vessel was hit by 2 unknown projectiles. As a result, a small fire started but was extinguished. Crew safe.
05/04/2026 UKMTO 031-26	Name withheld UFN	Container	Suspicious activity	Alongside in Khorfakkan port, UAE	Three unknown projectiles impacted in proximity, no damage. Crew safe.
07/04/2026 UKMTO 032-26	Name withheld UFN	Container	Attack	In transit westbound Arabian Gulf, 25 NM off the cost of Iran.	The vessel was struck by an unknown projectile causing damage above the waterline. The crew are safe.
07/04/2026 UKMTO 036-26	Name withheld UFN	Bulk Carrier	Attack	112nm SE of Ras-al-Hadd	The vessel was struck by 2 unknown projectiles resulting in a fire. The crew is safe.
18/04/2026 UKMTO 037-26	Name withheld UFN	Tanker	Attack	20NM NE of Oman	The vessel being approached by 2 IRGC gun boats, no VHF challenge that then fired upon the tanker. Tanker and crew are reported safe.
18/04/2026 UKMTO 038-26	Name withheld UFN	Container	Attack	25NM NE of Oman	A report of a vessel being hit by an unknown projectile which caused damage to some of the containers, no fires or environment impact reported
18/04/2026 UKMTO 039-26	Name withheld UFN	Unspecified	Suspicious activity	3NM E of Oman	The Master reported sighting a splash in close proximity of the vessel.

20/04/2026 UKMTO 040-26	Name withheld UFN	Unspecified	Suspicious activity	Strait of Hormuz	Vessel experienced aggressive hailing and threats by IRGC during transit of the Strait of Hormuz. Vessel proceeded unharmed.
22/04/2026 UKMTO 041-26	Name withheld UFN	Container	Attack	15NM from the coast of Oman	A container vessel was attack by 1 small craft with 3persons onboard. The bridge heavily damaged by RPG and small arms fire. The Master was informed he has permission to transit the Strait of Hormuz. AIS was off. No VHF warning prior to the attack. Crew are reported safe and well.
22/04/2026 UKMTO 042-26	Name withheld UFN	Container	Attack	6NM west of Iran	The vessel was transiting southbound through the Strait of Hormuz. The vessel was fired at and VHF hailed by the IRGC to drop anchor.
22/04/2026 UKMTO 043-26	Name withheld UFN	Cargo	Attack	8NM west of Iran	An outbound cargo ship reported been fired upon and then stopped in the water. Crew are safe and accounted for. There is no reported damage to the vessel.
03/05/2026 UKMTO 050-26	Name withheld UFN	Bulk Carrier	Attack	11NM west of Sirik, Iran	The Master of a northbound bulk carrier has reported being attacked by multiple small craft. All crew reported safe and no environmental impact reported.
03/05/2026 UKMTO 052-26	Name withheld UFN	Tanker	Attack	78NM of coast of UAE	Vessel attacked by possible drones in the engine room and cargo hold. All crew reported safe and no environmental impact reported.
04/05/2026 UKMTO 053-26	Name withheld UFN	Cargo Vessel	Suspicious Activity	36NM N of Dubai	Fire reported in engine room. Cause unknown. Authorities investigating. All crew reported safe and no environmental impact reported.
04/05/2026 UKMTO 054-26	Name withheld UFN	Tanker	Attack	40NM off the coast of UAE	Fire reported on deck, a result of attack. Ballast and cargo tank damage reported. All crew reported safe.
05/05/2026 UKMTO 055-26	Name withheld UFN	Cargo Vessel	Attack	Strait of Hormuz, IVO the coast of Oman	The vessel has reportedly been hit by an unknown projectile while transiting out of the Straits of Hormuz. 4 of the crew have been injured and 1 crew member is severely injured. Later 8 crew were flown to hospital.
10/05/2026 UKMTO 056-26	Name withheld UFN	Bulk Carrier	Attack	23NM northeast of DOHA, QATAR	The Master of a Bulk Carrier reports being hit by an unknown projectile. A small fire was extinguished; there are no casualties or environmental impact.
14/05/2026 UKMTO 057-26	Name withheld UFN	Fishery Research	Suspicious Activity	38NM northeast of Fujairah, United Arab Emirates.	The CSO reported that the vessel has been taken by unauthorized personnel whist at anchor, now bound for Iranian Territorial Waters
14/05/2026 UKMTO 058-26	Name withheld UFN	Livestock Carrier	Suspicious Activity	IVO Limah, Oman	Livestock carrier suffered an explosion and subsequently sank. All 14-crew recovered by Omani authorities.

22/05/2026 UKMTO 059-26	Name withheld UFN	Tanker	Suspicious Activity	98NM north of Socotra	The CSO of a tanker has confirmed that the vessel was approached by a small craft with five persons onboard. The vessels Armed Security Team fired warning shots at the small craft which forced them to alter course.
23/05/2026 UKMTO 060-26	Name withheld UFN	Product tanker	Suspicious Activity	200NM west of Socotra	The vessel was approached by a small craft with 5 persons onboard, closest point of approach 100m. The vessel's Armed Security Team were deployed and the small craft altered course away from the reporting vessel.
26/05/2026 UKMTO 062-26	Name withheld UFN	Tanker	Attack	60NM east of Muscat, Oman	The Master of a Tanker reports of an external explosion, Port side aft close to the waterline. The crew and vessel are safe, although the Master reports some bunker fuel has discharged into the sea.
01/06/2026 UKMTO 063-26	Name withheld UFN	Cargo Vessel	Attack	40NM southeast of Umm Qasr, Iraq	A Cargo Vessel was transiting in the Arabian Gulf when it experienced a large explosion following potential impact from an unknown projectile on the starboard side.
08/06/2026 UKMTO 064-26	Marivex	Tanker	Suspicious Activity	15NM northeast of Masirah, Oman	A tanker has experienced a fire onboard resulting in the evacuation of crew. Omani and Indian Authorities are coordinating the response. There are no reports of environmental impact at present.
10/06/2026 UKMTO 065-26	Name withheld UFN	Cargo vessel	Attack	88NM southwest of Balhaf, Yemen.	A cargo vessel has reported being approached by one craft with 6-armed persons onboard. There was an exchange of fire between the small craft and the cargo vessel's Armed Security Team resulting in the small craft turning away.
10/06/2026 UKMTO 066-26	Settebello	Tanker	Suspicious Activity	20NM northeast of Sohar, Oman.	Vessel was subjected to US blockade enforcement and experienced a fire in its engine room. The Omani Coastguard is assisting with the evacuation of the crew from the vessel. One member of the crew has sustained injuries, and two other crew members are currently missing. No environmental impact reported.
11/06/2026 UKMTO 067-26	M/T Jalveer	Tanker	Suspicious Activity	21NM northeast of Sohar, Oman	Vessel was subjected to US blockade enforcement and experienced a fire in its engine room. No environmental impact has been reported.
12/06/2026 UKMTO 068-26	Name withheld UFN	Tanker	Attack	6 NM east of Oman.	A tanker reported being struck by an unknown projectile on the port bow while transiting approximately Crew reported safe, and no environmental impact was observed. The vessel continued its planned voyage to the next port of call.
15 June 2026, UKMTO 069-26	Name withheld UFN	Container vessel	Attack	14NM south off the coast of Yemen.	A container vessel has reported being approached by a small skiff. The crew of the small skiff opened fire on the vessel and attempted to board.

15 June 2026, UKMTO 070-26	Name withheld UFN	Tanker	Attack	111NM southeast of Aden, Yemen.	A tanker has reported being approached by a small skiff with 4 crew. The crew of the skiff were armed and opened fire on the vessel with an RPG.
17 June 2026, UKMTO 071-26	Name withheld UFN	Merchant Vessel	Attack	105NM northeast of Aden, Yemen.	A merchant vessel was approached and fired upon by two skiffs. The skiffs closed to within 4 meters and carried an unknown number of armed persons. The vessel's armed security team returned fire, after which the skiffs disengaged and moved away to over 4 NM. Crew reported safe, and the vessel continued its transit.
21 June 2026, UKMTO 072-26	Name withheld UFN	Product tanker	Suspicious Activity	50NM SE of Al-Shih, Yemen	A product tanker reported being approached by a skiff carrying five-armed persons. The individuals appeared to attempt boarding. The vessel conducted evasive maneuvers, altered course, and continued safely to its next port. Crew and vessel reported safe.
25 June 2026, UKMTO 074-26	Name withheld UFN	Container vessel	Attack	TTW, 7.5NM from the coast of Oman	Vessel was hit by an unknown projectile, in the bridge area, just before the impact the Master stated that he heard a loud high-pitched noise. Reported damage is three broken bridge windows on the starboard side with blast damage. The vessel proceeded without further incidents and has now cleared the wider Middle Eastern approaches, continuing its voyage in open waters without restrictions.
27 June 2026, UKMTO 076-26	Name withheld UFN	Tanker	Attack	8NM from the coast of Oman	Vessel was struck by a projectile believed to be a drone. There are no casualties, damage to starboard bridge wing deck. Vessel continued to NPOC.
01 July 2026, UKMTO 077-26	Name withheld UFN	Bulk Carrier	Illegal bording	International waters, 76 NM south of Balhaf, Yemen	A merchant vessel was approached by one suspicious small craft carrying four armed persons (RPG and small arms). The crew mustered in the citadel and are safe. The Master has further reported that the unauthorised personnel caused damage to the bridge and several adjacent compartments. The small craft has withdrawn from the vessel but remains active in the area, posing a potential risk to other ships.
01 July 2026, UKMTO 078-26	Name withheld UFN	Tanker	Suspicious activity	International waters, 85NM south of Balhaf, Yemen	A tanker reported a small craft approached the vessel on the port quarter at 2NM. The small craft was described as having a low freeboard and orange interior with four POB. The small craft has now left the vicinity proceeding south. The crew are reported as safe and the vessel is continuing on its voyage.

05 July 2026, UKMTO 079-26	Name withheld UFN	Bulk Carrier	Attack	30NM southwest of Al Hudaydah, Yemen.	A cargo vessel has triggered a distress alert stating that they are under attack by unknown armed assailants.
07 July 2026, UKMTO 080-26	Name withheld UFN	Tanker	Attack	8NM east of Limah, Oman.	A tanker has reported being hit by an unknown projectile on the port side engine room causing a fire, whilst travelling southbound.
07 July 2026, UKMTO 081-26	Name withheld UFN	Tanker	Attack	16NM east of Khor Fakkan, UAE.	A VLCC reported being hit by an unknown projectile on the port side upon exiting the SOH. Vessel was able to proceed to NPOC and no crew injuries were reported.
07 July 2026, UKMTO 082-26	Name withheld UFN	Tanker	Attack	6NM east of Musandam Peninsula, Oman.	A tanker reported being struck by an unknown projectile and has sustained minor structural damage. No casualties or environmental impact reported and vessel is proceeding to NPOC.
12 July 2026, UKMTO 083-26	GFS Galaxy	Container ship	Attack	9NM east of Oman	Military authorities have reported that a container ship has sustained damage by an unknown projectile hitting the rear of the vessel. This caused a fire to the engine room. The crew abandoned the vessel and did embarked in a lifeboat, later rescued by local authorities.
13 July 2026, UKMTO 084-26	Name withheld UFN	Tanker	Suspicious Activity	50NM south of Aden, Yemen	A tanker travelling east in the IRTC has reported being approached by 6 small boats approaching from the starboard side. One small boat has closed to 5 cables and the AST on board the tanker has fired warning shots. The other 5 small boats have remained at 1NM
13 July 2026, UKMTO 085-26	Name withheld UFN	Chemical tanker	Attack	40NM northeast of Qalhat, Oman	A Tanker reports being hit by an unknown projectile on the starboard side engine room. All crew are safe and accounted for with no environmental impact reported.
13 July 2026, UKMTO 086-26	MOMBASA B	Tanker	Attack	13NM southeast of Limah, Oman	A tanker reported being struck by a suspected missile while transiting outbound on the southern route of the Strait of Hormuz. Multiple injuries, some serious, reported.
13 July 2026, UKMTO 087-26	AL BAHYAH	Tanker	Attack	13NM southeast of Limah, Oman	A tanker reported being struck by a suspected missile while transiting outbound on the southern route of the Strait of Hormuz. One fatality, one injury reported

15 July 2026 UKMTO 089-26	Undisclosed	Tanker	Blockade Enforcement	Arabian Gulf	U.S. forces disabled an unladen oil tanker that attempted to breach blockade enforcement in the Arabian Gulf. According to CENTCOM, the vessel was sailing toward Kharg Island and ignored repeated warnings before a U.S. aircraft disabled it with a Hellfire missile.
17 July 2026, UKMTO 088-26	Name withheld UFN	Tanker	Attack	TTW, 6NM from the coast of Oman	CSO reported that the vessel had been hit by an unknown projectile on the port quarter, minor damage was reported, but there was a smell smoke, fumes and gunpower on the bridge. The CSO reported that no fire was noted. All crew are safe and well and the vessel is continuing to its next port of call (Fujairah) under its own power.
17 July 2026, UKMTO 090-26	Name withheld UFN	Tanker	Hijack	65NM south of Al Mukalla, Yemen.	According to military authorities, the vessel was boarded by unauthorised individuals during its eastbound passage through the Gulf of Aden and was forced to alter course into Somali territorial waters.
17 July 2026, UKMTO 091-26	Name withheld UFN	Tanker	Blockade Enforcement	Indian Ocean	Military authorities reported that on 17 July, the tanker WEN YAO was boarded by US Forces enforcing a blockade while transiting the Indian Ocean. No reports of crew injuries or vessel damage.
20 July 2026, UKMTO 092-26	Name withheld UFN	Tanker	Suspicious Activity	8NM northwest of Kumzar, Oman	UKMTO reported that at 0200 local, a tanker was attacked by a suspected UAVwhile traveling inbound along the SoH to the Arabian Gulf. The crew were confirmed safe and were recovered by an Omani tugboat after abandoning ship into their life raft. Vessel was reportedly on fire and had drifted north IVO Larak Island.
20 July 2026, UKMTO 093-26	Name withheld UFN	Tanker	Attack	17NM east of Dibba, United Arab Emirates.	The Master of the Vessel reports on 20 July being struck by an unknown projectile causing damage to the steering gear while travelig outbound SoH. All the crew are reported as safe. There is no environmental impact.
21 July 2026, UKMTO 094-26	Name withheld UFN	Tanker	Attack	6NM from the coast of Limah, Oman	UKMTO was informed on 20 July that a tanker had reportedly been struck by an unknown projectile while transiting outbound through the SoH. The CSO later advised that the crew had abandoned the vessel and were embarked in a lifeboat. No environmental impact has been reported.

22 July 2026, UKMTO 095-26	Name withheld UFN	Tanker	Attack	Southern Red Sea, 70 NM from the coast of Saudi Arabia	On 23 July 2026, JRCC UK relayed a distress alert from a laden Saudi-flagged products tanker that the vessel was struck on its starboard side by an unknown projectile while transiting south in the Southern Red Sea. Crew reported safe, and conducted fire-fighting. Fire extinguished, vessel at anchor, environmental impact unknown.
22 July 2026, UKMTO 096-26	DISHA (LAVINE)	Tanker	Advisory	Gulf of Oman	On 25 July 2026, UKMTO have received third party reports that the Mozambiqe flagged tanker has been involved in an incident in the Gulf of Oman. Full details remain unknown at present.
26 July 2026, UKMTO 097-26	Name withheld UFN	Tanker	Suspicious Activity	Southern Red Sea	On July 24, 2026, it was reported to UKMTO that a Saudi Arabia flagged tanker witnessed a splash from an unknown projectile in close proximity to the vessel. Reports confirm that the vessel and crew are safe. Environmental impact is unconfirmed at present.
26 July 2026, UKMTO 098-26	Name withheld UFN	Tanker	Advisory	Southern Red Sea	A Saudi-flagged tanker heard loud explosions while transiting north in the vicinity of Jizan, Saudi Arabia. The CSO reported that the crew and vessel were safe.
26 July 2026, UKMTO 099-26	Name withheld UFN	LNG Carrier	Advisory	Port of Damietta, Egypt	A Bermuda-flagged LNG carrier has reported that she was struck by an unknown projectile on the starboard side while in port, Damietta, Egypt. Crew are reported safe. A fire ignited but was extinguished by the crew. A small leak occurred onboard, and port authorities assisted the vessel. The vessel is fully laden with 500,000 MT LNG.
26 July 2026, UKMTO 100-26	Name withheld UFN	LNG Carrier	Advisory	Port of Damietta, Egypt	A Marshall-Islands flagged LNG carrier has reported that she was struck by an unknown projectile while in port, Damietta, Egypt. The crew abandoned the vessel. The vessel was towed out of the port and was being held in position by tugs. Local authorities are conducting an investigation.
1 August 2026, UKMTO 101-26	Name withheld UFN	LNG Carrier	Attack	Strait of Hormuz, in Omani TTW, 11NM north east from the coast of Lima. The vessel was transiting eastbound.	An LNG tanker was struck by an unknown projectile at 2330 UTC on the July 31st while transiting outbound through the SoH. All crew were reported safe. The projectile struck the port side engine room, causing a fire which was extinguished. The vessel lost propulsion. Omani Coast Guard provided assistance. No environmental impact reported.
1 August 2026, UKMTO 102-26	Name withheld UFN	Tanker	Attack	Strait of Hormuz, in Omani TTW, 21NM northeast from the coast of Khasab. The	A VLCC reported that at 2206 UTC July 31st the crew witnessed an unidentified projectile land in the water 5 meters from the vessel, on its starboard quarter. The crew stated they heard an explosion and could see flames on the water. The crew were reported safe. The vessel was not struck.

				vessel was transiting westbound.	