



GERMAN NAVY SHIPPING CENTRE



Security Update Brief Persian Gulf

(Timeframe 091200ZJUL –1691200ZJUL)

General Situation

Since July 9th, four vessels have been attacked by Iran. For five consecutive days, there have been numerous attacks by the United States against Iranian military facilities and by Iran against U.S. military bases in Jordan, Bahrain, Kuwait, Qatar, and Oman. In addition, the U.S. Navy has once again established a blockade of Iranian ports and territorial waters. This blockade has been active since July 14 at 20:00 UTC, and as part of the naval blockade, the United States already fired upon a tanker (BELMA, IMO 9289491) on July 15.

The attacks by Iran on the three tankers on July 13th all took place in the Gulf of Oman and not in the Strait of Hormuz or the Persian Gulf. In particular, the attack on the STOLT MAGNESIUM, which had already almost exited the Gulf of Oman, further demonstrates the significant range Iran has for conducting attacks against vessels.

Traffic on the southern route has decreased since the attacks. Due to the renewed U.S. maritime blockade, traffic on the northern route is also expected to decrease.

The Iran, especially the IRGC, continues to insist that all ships should only pass through the Strait of Hormuz via the northern route controlled by Iran. US NCAGS also continues to support ships that want to travel out of the Persian Gulf via the southern route. If a passage is planned, it is advised to contact US NACAGS (mba-navcent-ncags@us.navy.mil).

There is still a danger of mines in the Strait of Hormuz and of disruptions to navigation systems. There are also continuing reports of radio transmissions and monitoring of ship traffic by the IRGC.

Operational Overview

Since the beginning of the war, a total of 44 commercial vessels have been hit in the Persian Gulf, with some sustaining severe damage. Since the last update on July 7th, 2026, four confirmed attacks on merchant vessels occurred.

- SKYLIGHT (IMO 9330020): Chemical tanker (Palau). Hit on Feb 28 north of Khasab (OMN). 4 crew members injured; evacuation completed; vessel sank.
- MKD VYOM (IMO 9284386): Crude oil tanker (Marshall Islands). Hit on March 1 in the Gulf of Oman. Vessel is drifting and severely disabled; 1 confirmed fatality, unit evacuated. Heavy hull damage above the waterline and fire in the engine room.
- HERCULES STAR (IMO 9916135): Product tanker (Gibraltar). Hit on March 1, 20 nautical miles northwest of Dubai. Fire extinguished.
- OCEAN ELECTRA (IMO 9402782): Product tanker (Liberia). Hit on March 1 by a drone or missile, no major damage.





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- STENA IMPERATIVE (IMO 9666077): Oil/chemical tanker (USA). Hit in the port of Muharraq (Bahrain). Fire extinguished; crew evacuated.
- GOLD OAK (IMO 9806342): Bulk carrier (Panama). Lateral hit on March 3 while at anchor in Fujairah (UAE).
- PELAGIA (IMO 9433626): Bulk carrier (Malta). Loud explosion and smoke observed near the vessel on March 3.
- LIBRA TRADER (IMO 9562673): Tanker (India). Hit by an unknown projectile on March 3, minor damage.
- SAFEEN PRESTIGE (IMO 9593517): Container ship (Malta). Hit on March 4; projectile passed through the vessel; fire broke out. Crew abandoned ship. Further attack on March 18, fire broke out; no crew on board (since March 4).
- SONANGOL NAMIBE (IMO 9325049): Crude oil tanker (Bahamas). Hit on March 4 at anchor in Iraqi waters; water ingress and ballast water leakage.
- MUSSAFAH 2 (IMO 9522051): Tug (UAE). Hit on March 6 while in route to salvage the SAFEEN PRESTIGE; struck by two missiles. 4 dead, 3 injured.
- ARABIA III (IMO 8771332): Drilling rig (Liberia). Hit on March 7; fire under control, one injured, crew reduced to minimum.
- MAYUREE NAREE (IMO 9323649): Bulk carrier (Thailand). Hit on March 11; fire under control, 3 missing.
- ONE MAJESTY (IMO 9424912): Container ship (Japan). Hit on March 11, damage to the vessel's stern above the waterline.
- STAR GWYNETH (IMO 9301031): Bulk carrier (Marshall Islands). Hit on March 11; punctures in cargo hold and ballast tank, vessel is listing.
- ZEFYROS (IMO 9515917): Oil/chemical tanker (Malta). Hit on March 11 during STS (ship-to-ship transfer) with SAFESA VISHNU; fire, one fatality.
- SAFESA VISHNU (IMO 9327009): Crude oil tanker (Marshall Islands). Hit on March 11 during STS with ZEFYROS; fire.
- SOURCE BLESSING (IMO 9243198): Container ship (Liberia). Hit on March 12; fire extinguished (German link).
- AL SALMI (IMO 9534793): Tanker (Kuwait). Hit on March 30, drone impact on the starboard side, resulting in fire.
- AQUA 1 (IMO 9573660): Tanker (Panama). Two hits on March 31, one explosion and one unexploded charge in the engine room; recovery of the explosive charge is underway.
- QINGDAO STAR (IMO 9318163): Container ship (Marshall Islands). Hit by an unknown projectile on April 7; damage sustained above the waterline.
- GOLD AUTUMN (IMO 9220483): Bulk carrier (Panama). Struck on April 7, by up to two missiles/drones 200 nm south of Pakistan. A fire broke out and the crew was rescued by Pakistan.





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- SANMAR HERALD (IMO 9330563): Tanker (India): Attacked on April 18, by IRGC boats; small arms fire, damage to bridge windows.
- CMA CGM EVERGLADE (IMO 9894985): Container ship (France): Hit by a drone on April 18; damage to containers.
- MEIN SCHIFF 4 (IMO 9678408): Cruise ship (Malta), German connection: Observation of an impact in the water 150 m away; hailing via VHF.
- EPAMINONDAS (IMO 9153862): Container ship (Liberia): Fired upon on April 22, with RPGs and small arms; bridge heavily damaged.
- MSC FRANCESCA (IMO 9401116): Container ship (Panama): Fired upon on April 22; damage to hull and accommodation; vessel was also ordered to anchor by the IRGC via VHF, seized by Iran.
- EUPHORIA (IMO 9235828): Container ship (Panama): Fired upon on April 22, by the IRGC; crew retreated to the citadel, was able to escape IRN seizure.
- BARAKAH (IMO 9902615): Tanker (Liberia): Hit on May 3, by an unknown projectile, likely drones, in the engine room and cargo hold; the crew has abandoned the ship.
- MINOAN FALCON (IMO 9605841): Bulk carrier (Liberia): Fired upon on May 3, by several small boats; damage to the bridge and superstructure.
- JV INNOVATION (IMO 9276688): Tanker (Marshall Islands): Hit on May 4, by an unknown projectile; reported by third parties; heavy damage to the hull.
- CMA CGM SAN ANTONIO (IMO 9294173): Container ship (Malta): Hit on May 5, by an unknown projectile; several injuries, some serious; the injured were evacuated to shore (German connection).
- SAFESEA NEHA (IMO 9563392): Bulk carrier (Marshall Islands). Hit on May 10, by a drone, fire was extinguished, light damage in the area of the quarterdeck.
- MSC SARISKA V (IMO 8715857): Container ship (Panama). Struck on June 1 on the starboard side. Damage at the waterline; fire could be extinguished.
- BOCHEM MARENGO (IMO 9749025): Oil and chemical tanker (Hong Kong). According to US NCAGS as of June 14, it was hit by a cruise missile, with damage to the ballast tank and cargo hold.
- EVER LOVELY (IMO 9629110): Container ship (Singapore). Hit on June 25 by a projectile causing minor damage on the bridge
- KIKU (IMO 9329796): Crude oil tanker (Panama). Hit on June 27 by a projectile, no major damage
- AL REKAYYAT (IMO 9397339): LNG-Tanker (Marshall Islands). Hit on July 7, fire in engine room was extinguished, crew abandoned ship which is now being towed
- WEDYAN (IMO 9524970): Crude oil tanker (Saudi Arabia). Hit on July 7 with minor structural damages
- CYPRUS PROSPERITY (IMO 9595216): Crude oil tanker (Liberia). Hit on July 7 with minor structural damages
- GFS GALAXY (IMO 9401271): Container vessel (Cyprus). Hit on July 11, resulting in a fire. The crew abandoned the vessel; one person is missing. The vessel was towed to Khor Fakkan.
- STOLT MAGNESIUM (IMO 9739317): Tanker (Liberia). Hit on July 13, resulting in a fire and the complete evacuation of the crew. All crew members were rescued.





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- MOMBASA B (IMO 9739501): Tanker (Liberia). Hit on July 13, resulting in a fire. The fire was extinguished using onboard firefighting equipment. One person was killed and several others were injured.
- AL BAHYAH (IMO 9937799): Tanker (Liberia). Hit on July 13, resulting in a fire. The fire was extinguished using onboard firefighting equipment. Eight people were injured, including four with serious injuries.

The crude oil tanker CAROLINE BEZENGI (IMO 9224439) reported mid-June an explosion on board. The sanctioned tanker (by the EU and UK) was on the way from Russia to India and is attributed to be part of the Russian shadow fleet. Following reports, the tanker grounded at the coast of the Oman and satellite images from July 13th show oil pollution around the vessel. A greater oil pollution is likely and possible.

Piracy

The continuing south-westerly monsoon makes the use of small boats by pirates in the areas of the Arabian Sea, the Somali Basin, and the Indian Ocean virtually impossible. In the Red Sea and the Gulf of Aden further piracy attacks remain possible.

Six small boats, each carrying approximately six persons, approached a tanker in the Gulf of Aden on July 13th. The tanker's crew retreated to the citadel, and the onboard security team fired warning shots toward the small boats. The boats subsequently aborted the attack.

As in the previous reporting period, the vessels EUREKA, HONOUR 25, and SWORD remain in the hands of Somali pirates. The threat potential for the Arabian Sea, Bab al-Mandab, the Red Sea, the Somali coast, and the Somali basin remains at: MODERATE.

Threat level for the Gulf of Aden remains at: SUBSTANTIAL.

Port Status and Infrastructure

United Arab Emirates

Fujairah, Khor Fakkan and Dibba: Operational under ISPS Level 1, with longer waiting times.

Jebel Ali, Hamriyah, Sharjah, Khalifa, Abu Dhabi: Operational under ISPS Level 1.

Ruwais: ISPS Level 2.

Dubai Airport: Operational.

Kuwait

Shuaiba Port: Inbound and outbound vessel traffic has been suspended. Operations for vessels already inside the port remain normal. ISPS Level increased to 2.

All other ports: Operational under ISPS Level 1.

Airport: Terminals 4 and 5 are operational; Terminal 1 is closed.





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Oman

All ports: Operational under ISPS Level 1.

All vessels calling at an Omani port must carry an official letter confirming that no dangerous cargo is on board. If dangerous cargo is carried, it must be described in detail, and the vessel may only enter Omani territorial waters after receiving official approval.

For the Mina Al Fahal crude oil terminal, a Doppler log must be available on board due to ongoing GPS disruptions in the area.

The airspace is open.

Saudi Arabia

All ports are operational.

Flights to Dammam are only available via FlyDubai, Air Arabia, Qatar Airways, and Etihad Airways.

Emiraates passengers will be connected via FlyDubai.

Bahrain

BAPCO remains only partially operational. APM Terminals are operational from 06:00 to 18:00. All ports are at ISPS Level 1.

The airport is operating with a reduced number of flights. Crew changes are possible depending on flight availability.

Qatar

All ports are operational.

Iraq

An attack on the Basrah Oil Terminal was reported today.

Source: INCHCAPE Middle East Port Advisory 16/07/2026

Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, there are approximately 128 vessels with German links in the Area of Interest (see annex), 18 of which are currently in the Persian Gulf. In total 3 ships with German interest have been attacked.



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Assessment

The situation has deteriorated further, and the previous ceasefire can no longer be considered effective. Hostilities have resumed in the region and have continued for five consecutive days. The re-establishment of the U.S. naval blockade (active since 14 July, 20:00 UTC), along with the associated attack on a tanker, is unlikely to contribute to a de-escalation of the situation.

In light of the deteriorating security situation and the uncertainty surrounding further developments, it is currently not recommended to conduct a transit through the Strait of Hormuz. The situation remains highly dynamic and may escalate further at short notice.

Particular attention should be paid to the Gulf of Oman, where the threat level has now increased. The last four attacks occurred in this maritime area.

Furthermore, a passage through the strait should only take place via the southern route through the Oman TTW. The use of the Iran-controlled northern route is strongly discouraged. Should shipping companies plan a transit through the Strait of Hormuz, it is advised to coordinate the passage with US CENTCOM/US-NCAGS. Coordination via the PGSA/Iran is not recommended here either.

The ongoing GPS and Internet disruptions must be accounted for in route planning. The risk posed by mines remains acute.

Conclusion

The situation in the Strait of Hormuz and the surrounding sea areas has deteriorated further due to the mutual attacks and the re-establishment naval blockade of the US. Currently, further hostilities cannot be ruled out.

There continues to be dangers from mines and technical disruptions.

The threat potential for the Persian Gulf remains at: MODERATE

The threat potential for the Gulf of Oman is heightened to: SUBSTANTIAL

The threat potential for the Strait of Hormuz remains at:

MARITIM RISK LEVEL – SEVERE





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Appendix

Position of possible mines

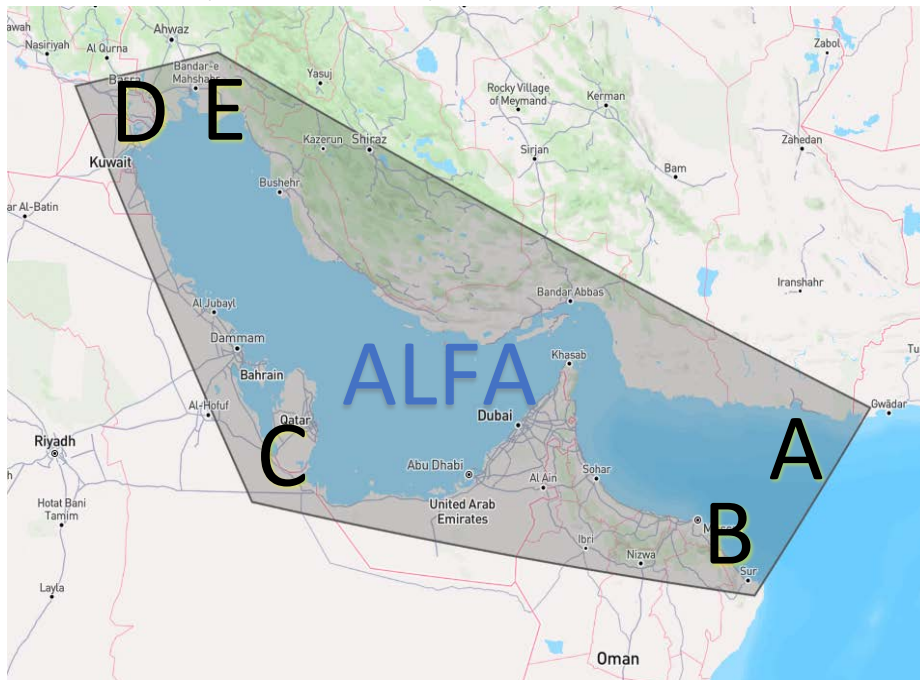
The following positions reported as mine locations cannot be verified by the Germany:

26°24'35,6"N 056°20'33,3"E	US 5th Fleet
26°24'36,7"N 056°20'37,3"E	US 5th Fleet
26°24'44,6"N 056°20'46,6"E	US 5th Fleets
26°24'18,0"N 056°20'36,0"E	NAVWARN

US NCAGS advises to pass these positions at least 1 nm south of them.

Area of Interest DEU NCAGS

Persian Gulf / Strait of Hormus / Golf of Oman:



- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 23° 58' N LON: 50° 22' E
- REF D: LAT: 30° 31' N LON: 46° 50' E
- REF E: LAT: 31° 07' N LON: 49° 35' E

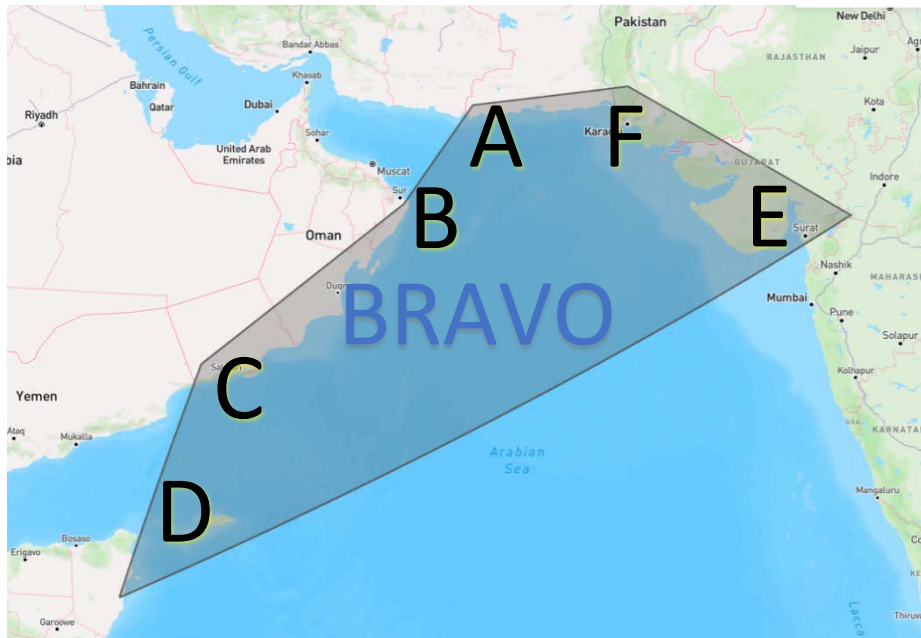




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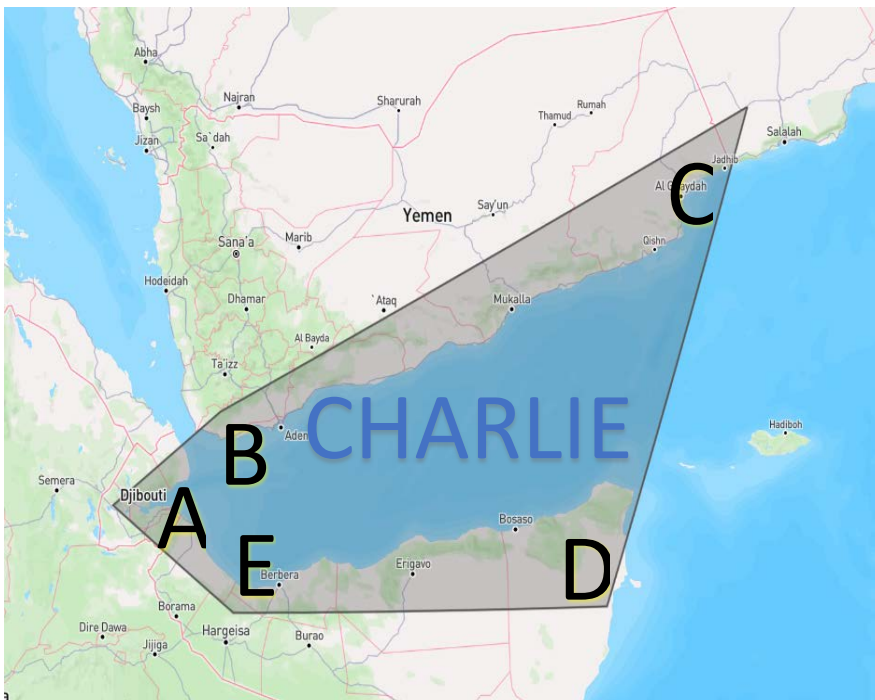


Arabian Sea NORTH:



- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 21° 53' N LON: 74° 40' E
- REF F: LAT: 26° 03' N LON: 66° 39' E

Gulf of Aden:



- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 09° 55' N LON: 44° 07' E

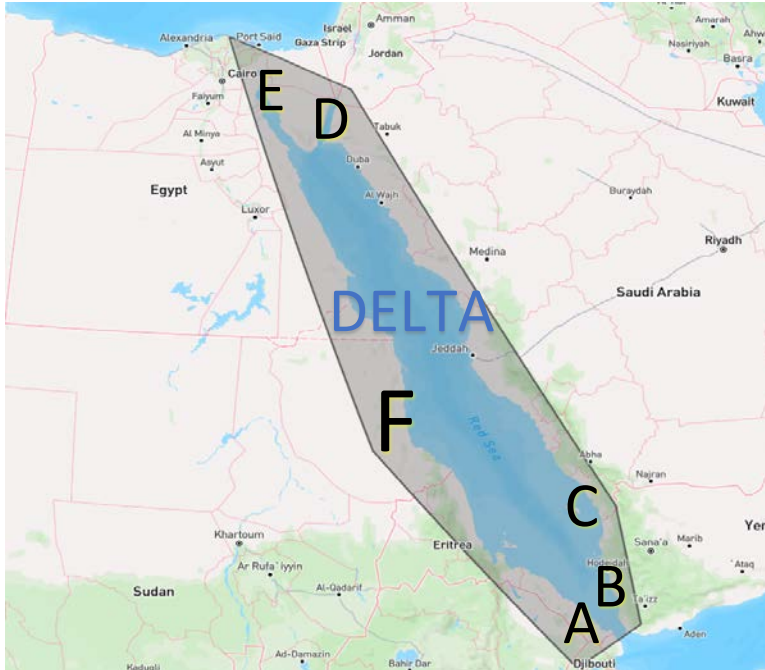




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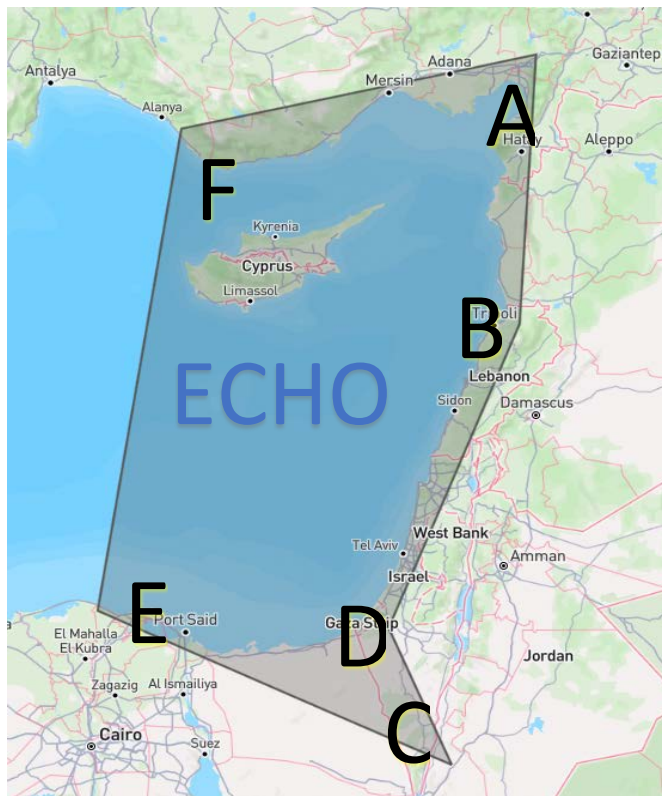


Red Sea:



- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 16° 50' N LON: 43° 12' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 18° 35' N LON: 36° 19' E

Mediterranean Sea EAST:



- REF A: LAT: 37° 10' N LON: 36° 19' E
- REF B: LAT: 34° 27' N LON: 36° 07' E
- REF C: LAT: 31° 18' N LON: 34° 37' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 36° 25' N LON: 32° 13' E

